

IMPLEMENTATION PROGRAMS

DOWNTOWN WATERFRONT

URBAN RENEWAL PROJECT REPORT

PART 1

Discussion Draft
June 1989

CITY OF BREMERTON, WASHINGTON

DEPARTMENT OF COMMUNITY DEVELOPMENT

DIRECTOR
Donald L. Pratt

PROJECT MANAGER
Kay W. Wilson, Senior Planner

CONTRIBUTOR
Carol Bodnar, Planner

HT
168
.B7
I4
1989

ASSISTANCE

Preparation of this report was financially aided through a grant from the Washington State Department of Ecology with funds appropriated from the National Oceanic and Atmospheric Administration, appropriated for Section 306b of the Coastal Zone Management Act of 1972.

PROJECT COMPLETION REPORT

Summary Account

This project has resulted in development of draft programs, procedures and policies to be used in the implementation of the adopted Downtown Waterfront Urban Renewal Plan for Bremerton.

The project consists of a report made up of five chapters. These chapters are products of tasks listed in the grant, as follows:

- U.S. DEPARTMENT OF COMMERCE NOAA
COASTAL SERVICES CENTER
2234 SOUTH HOBSON AVENUE
CHARLESTON, SC 29405-2413
- o Chapter I - Executive Summary
 - Task 2: Develop view corridor review/approval standards and process.
 - Task 3: Prepare public area and access review/approval standards and process.
 - o Chapter III - Project Review Process
 - Task 1: Prepare Urban Renewal Design Review Board bylaws and procedures.
 - Task 5: Develop water quality control review/approval standards and process.
 - o Chapter IV - Art In Public Places Program
 - Task 4: Prepare public Arts financing and selection procedures.
 - o Chapter V - Redevelopment Incentives
 - (All) This program helps compensate for the programs generated by Tasks 1 - 5, which establish programs that may be viewed by some as development disincentives.

DEC 1 1987

HT168-B7 L4 1987

Reports, Maps, Plans, Exhibits, Etc.

The following materials were prepared under this grant.

Published Materials

- None.

Unpublished Materials

Discussion Draft

Downtown Waterfront Urban Renewal Project Report/Part I:
Implementation Programs

- Color slides of the Downtown Waterfront Design Review District, including slides of beaches at high and low tides.
- Color slides of downtown waterfront areas and public art in California, Oregon and Washington.

ABSTRACT

Project Title

City of Bremerton Shoreline Design Standards, Technical Procedures and Policies

Authors

Donald L. Pratt, Director of Community Development, City of Bremerton -- Project Coordinator
Kay Wilson, Senior Planner -- Project Leader
Carol Bodnar, Planner
John W. Allingham, Senior Planner -- Technical Review

Subject

Policies, programs and procedures to be used in the implementation of the adopted Downtown Waterfront Urban Renewal Plan for Bremerton.

Date

June 30, 1989

Name of Department and Participating Localities

Washington State Department of Ecology
City of Bremerton

Source of Copies

City of Bremerton
Department of Community Development
817 Pacific Avenue
Bremerton, WA 98310

WDOE Project Number

G008906061

Number of Pages

120

Abstract

Design Guidelines

This chapter provides guidelines for downtown waterfront revitalization. It describes a general urban design theme for new development in the Design Review Overlay District - the urban renewal project area and a surrounding transition area.

The design guidelines incorporate and clarify the interplay of the various City plans and regulations governing the District.

Criteria address the various elements that make up development design: theme, height, lot coverage, setbacks, mass, bulk, circulation, parking, view corridors, landscaping, street furniture, lighting, paving, signs, color, awnings and banners.

Project Review Process

This chapter describes the process for review of all new development proposals in the Design Review Overlay District.

The main features of this process are: a Project Review Board, a "one-stop" permit process for all necessary permits; and simplified procedures for review of minor projects.

Art in Public Places Program

The Urban Renewal Plan requires all development in the Project Area to include public art. This chapter provides an art program that defines the developer's obligations and the process for selection of art.

The main features of the art program are: an Arts Trust Fund; a Percent-for-Art requirement for all construction projects; an Arts Advisory Committee (AAC); and a provision to enlarge the scope of the art program to include additional areas of the city at some future time.

Redevelopment Incentives

A number of circumstances discourage redevelopment of the downtown waterfront. The Urban Renewal Plan recognizes the need for incentives to compensate for some of these factors.

This chapter identifies programs and actions that will respond to the main disincentives. These programs address needs for: a shared community vision of the future waterfront; security for persons and properties; public-private partnerships; better access to outlying areas and to Seattle; and streamlined project review procedures.

IMPLEMENTATION PROGRAMS

DOWNTOWN WATERFRONT
URBAN RENEWAL PROJECT REPORT

PART 1

Discussion Draft
June 1989

CITY OF BREMERTON, WASHINGTON

DEPARTMENT OF COMMUNITY DEVELOPMENT

DIRECTOR
Donald L. Pratt

PROJECT MANAGER
Kay W. Wilson, Senior Planner

CONTRIBUTOR
Carol Bodnar, Planner

ASSISTANCE

The preparation of this report was financially aided through a grant from the Washington State Department of Ecology with funds obtained from the National Oceanic and Atmospheric Administration, and appropriated for Section 306b of the Coastal Zone Management Act of 1972.

TABLE OF CONTENTS

I. EXECUTIVE SUMMARY

Purpose.....	1
Design Guidelines.....	1
Project Review Process.....	2
Art in Public Places Program.....	2
Redevelopment Incentives.....	3
Project Sponsor.....	3

II. DESIGN GUIDELINES

Theme.....	1
Permitted Uses.....	6
Height/Lot Coverage.....	7
Setbacks.....	17
Mass/Bulk.....	19
Circulation.....	21
Parking.....	28
View Corridors.....	33
Landscaping.....	34
Street Furniture.....	35
Lighting.....	37
Paving.....	38
Signs.....	39
Color Theme.....	40
Awnings and Banners.....	40

III. PROJECT REVIEW PROCESS

Summary.....	1
Purpose and Objectives.....	2
Definitions.....	2
Project Review Requirements.....	3
Project Review Procedures.....	3
Project Review Board.....	6
Technical Assistance.....	10

IV. ART IN PUBLIC PLACES PROGRAM

Purpose & Objectives.....	2
Definitions.....	3
Percent-for-Art Obligation.....	5
Percent-for Art Plan Approval Process.....	10
Arts Trust Fund.....	12
Arts Advisory Committee (AAC).....	13
Public Arts Plan.....	15
Applicable Area.....	15

V. REDEVELOPMENT INCENTIVES

Vision.....	3
Security.....	7
Public-Private Partnership.....	10
Access.....	13
Streamlined Project Review Process.....	14

ABSTRACT

Project Title

City of Bremerton Shoreline Design Standards, Technical Procedures
and Policies

Authors

Donald L. Pratt, Director of Community Development, City of
Bremerton -- Project Coordinator
Kay Wilson, Senior Planner -- Project Leader
Carol Bodnar, Planner
John W. Allingham, Senior Planner -- Technical Review

Subject

Policies, programs and procedures to be used in the implementation
of the adopted Downtown Waterfront Urban Renewal Plan for
Bremerton.

Date

June 30, 1989

Name of Department and Participating Localities

Washington State Department of Ecology
City of Bremerton

Source of Copies

City of Bremerton
Department of Community Development
817 Pacific Avenue
Bremerton, WA 98310

WDOE Project Number

G008906061

Number of Pages

120

Abstract

Design Guidelines

This chapter provides guidelines for downtown waterfront revitalization. It describes a general urban design theme for new development in the Design Review Overlay District - the urban renewal project area and a surrounding transition area.

The design guidelines incorporate and clarify the interplay of the various City plans and regulations governing the District.

Criteria address the various elements that make up development design: theme, height, lot coverage, setbacks, mass, bulk, circulation, parking, view corridors, landscaping, street furniture, lighting, paving, signs, color, awnings and banners.

Project Review Process

This chapter describes the process for review of all new development proposals in the Design Review Overlay District.

The main features of this process are: a Project Review Board, a "one-stop" permit process for all necessary permits; and simplified procedures for review of minor projects.

Art in Public Places Program

The Urban Renewal Plan requires all development in the Project Area to include public art. This chapter provides an art program that defines the developer's obligations and the process for selection of art.

The main features of the art program are: an Arts Trust Fund; a Percent-for-Art requirement for all construction projects; an Arts Advisory Committee (AAC); and a provision to enlarge the scope of the art program to include additional areas of the city at some future time.

Redevelopment Incentives

A number of circumstances discourage redevelopment of the downtown waterfront. The Urban Renewal Plan recognizes the need for incentives to compensate for some of these factors.

This chapter identifies programs and actions that will respond to the main disincentives. These programs address needs for: a shared community vision of the future waterfront; security for persons and properties; public-private partnerships; better access to outlying areas and to Seattle; and streamlined project review procedures.

I.

EXECUTIVE SUMMARY

Urban Renewal Plan

Design Guidelines

Design Review Program

Art in Public Places Program

Development Incentives

EXECUTIVE SUMMARY

During the implementation phase of the Project, the City shall develop a Project Report to explain and illustrate the objectives and controls of the Urban Renewal Plan.

- 1. Redevelopment proposals shall be evaluated on the basis of their conformity to the contents of the Project Report.*
- 2. Design and economic criteria derived from the Project Report shall be incorporated in all disposition documents and owner-participation agreements used in the implementation of the Urban Renewal Plan.*

During the initial implementation phase of the Project, the City shall develop a Project Report to explain and illustrate the objectives and controls of the Plan. The Report shall consist of various programs and tools necessary to implement this Plan...

- Downtown Waterfront Urban Renewal Plan

In February 1989 the Bremerton City Council adopted the Downtown Waterfront Urban Renewal Plan to promote and compel redevelopment of the downtown waterfront. The Plan establishes a two-phase implementation program:

- o Phase I - Program Planning
- o Phase II - Acquisition and Development

The Phase I programs are to be included in a project report. This document is Part 1 of that report. It includes the first of several programs and tools to be developed during Phase I.

The Project Report/Part 1 contains four elements of the implementation programs and tools to be prepared.

Design Guidelines

This chapter provides guidelines for downtown waterfront revitalization. It describes a general urban design theme for new development in the Design Review Overlay District - the urban renewal project area and a surrounding transition area.

The design guidelines incorporate and clarify the interplay of City plans and regulations governing the District:

- o Downtown Waterfront Urban Renewal Plan
- o Bremerton Zoning Ordinance
- o Bremerton Shoreline Master Program
- o Waterfront Access Plan (proposed)

Criteria address the various elements that make up development design: theme, height, lot coverage, setbacks, mass, bulk, circulation, parking, view corridors, landscaping, street furniture, lighting, paving, signs, color, awnings and banners.

Project Review Process

This chapter describes the process for review of all new development proposals in the Design Review Overlay District. The main features of this process are:

- o A five-member Project Review Board.
- o A streamlined "one-stop" permit process for all necessary permits.
- o Simplified procedures for review of minor projects.
- o An optional conceptual review process to expedite review of major projects.
- o Incorporation of the Percent-for-Art program into the project review process.

Art in Public Places Program

The Urban Renewal Plan requires all development in the Project Area to include public art. This chapter provides an art program that defines the developer's obligations and the process for selection of art.

The main features of the art program are:

- o An Arts Trust Fund to provide public art in the Project Area.
- o A Percent-for-Art requirement to allocate 1.5 - 2.0 % of construction costs for art which allows the developer to provide art on- or off-site or to contribute funds to the Arts Trust Fund.

- o An Arts Advisory Committee (AAC) to oversee selection and implementation of art projects and to develop a Public Arts Master Plan to identify desired public art projects for the Project Area.
- o A provision to enlarge the scope of the art program to include additional areas of the city at some future time.

Redevelopment Incentives

A number of factors discourage redevelopment of the downtown waterfront. The Downtown Waterfront Urban Renewal Plan recognizes the need for incentives to encourage redevelopment to compensate for some of these obstacles.

This chapter identifies programs and actions that will respond to the main disincentives. These programs address needs for:

- o Vision
- o Security
- o Public-private Partnership
- o Access
- o Streamlined Project Review Procedures

Project Sponsor

This Project Report/Part 1 has been developed by the City of Bremerton Department of Community Development. Production of the report has been accomplished through a \$9,000 grant from the State Department of Ecology with funds from the National Oceanic and Atmospheric Administration under a program implementing the Coastal Zone Management Act of 1972, one of the sources of funds that produced the Urban Renewal Plan.

The Department wishes to express appreciation to a number of interested members of the Bremerton community and helpful state and local agency representatives who so kindly gave of their time and advice to help us get this far. Their names are buried in our files, but they know who they are.

II.

DESIGN GUIDELINES

Theme
Permitted Uses
Height / Lot Coverage
Setbacks
Mass / Bulk
Circulation
Parking
View Corridors
Landscaping
Street Furniture
Lighting
Paving
Signs
Color Theme
Awnings and Banners

Downtown Waterfront

DESIGN GUIDELINES

I. AUTHORIZATION

The Downtown Waterfront Urban Renewal Plan includes the following requirement:

Design Guidelines and Theme: The design of development shall emphasize the waterfront location, be compatible with surrounding development, and be consistent with such Project Design Guidelines as are adopted by the City.

Chapter III.2.G.1.

II. SUMMARY

This chapter provides guidelines for future downtown waterfront revitalization and describes the general Urban Design theme. The Design Review Criteria will accomplish these objectives by providing guidance and regulation that is consistent with the Downtown Waterfront Urban Renewal Project, Bremerton Shoreline Master Program, and Bremerton Zoning Ordinance.

The overall objective of the Guidelines is to establish development standards that assure visual and physical connection between the central business district and the water, provide pedestrian oriented uses at street level, and develop an attractive streetscape. Control of building setbacks, maximum building heights, and view corridors will assume that the visual and physical connection between the business district and water will be improved.

III. PURPOSE

These Design Review Criteria will provide guidance and regulations to promote the desired relationship between the redevelopment of downtown and the waterfront. The Design Review Board will review proposals in the Design Review Overlay District (DROD) by these specific standards. Individual projects will be evaluated with respect to the Design Review Criteria. These design guidelines emphasize qualitative rather than quantitative measures. They describe features that are to be addressed in the design of projects.

IV. DESIGN CONTROLS

The Design Criteria have incorporated the following plans and City regulations:

- A. The Downtown Waterfront Urban Renewal Plan (DWURP): Effective March 1989 by City Council to establish urban renewal area. The DWURP created the Design Review Overlay District.
- B. Bremerton Zoning Ordinance (BZO): Adopted in November, 1988.
- C. Bremerton Shoreline Master Program (BSMP): This program is an extension of the State Shoreline Management Act of 1971. The BSMP was amended by Ordinance #4183 in January, 1989. This document regulates and manages uses on the shorelines.
- D. Waterfront Access Plan (WAP): Developed under the guidance of the Parks and Recreation Board, September 1988, and under review by the Planning Commission. Once adopted by the City Council, this plan will help guide design and construction of individual sections of a waterfront public access system. The Plan proposes specific pathway routes, views and beach access areas, and other improvements to enhance the pathway system.

V. LAND/WATER USE DISTRICTS

- A. In the Design Review Overlay District, the objective is that all buildings or projects be pedestrian oriented, provide visual access to the water, and be located on the site with consideration given to sun, shade, weather protection and public amenities, and public access to the shoreline.

B. District Description:

The area encompassed by the Design Review Overlay District is comprised of two areas:

1. URP (Urban Renewal Project)

a. Land Districts

- 1) CRT - Commercial Residential, Tourist Area.
- 2) FT - Ferry Terminal
- 3) PP - Pathway Park
- 4) View Corridors

b. Water Districts

- 1) Marina North
- 2) Marina South

2. BCT (Business Core Transitional)

- a. South of Fourth Street
- b. North of Fifth Street

Illustration 1

VI. DESIGN GUIDELINES

A. Theme

The design of development shall emphasize the waterfront location, be compatible with surrounding development, and be consistent with such Design Guidelines as adopted by the City. Where possible, the design of individual elements and the selection of various furnishings and colors should support the nautical/waterfront theme.

B. Design Criteria

1. Permitted Uses in Design Review Overlay District.
 - a. Urban Renewal Project Area (See Table 1, next page).

Table 1 - Permitted Uses in Urban Renewal Project Area (URP)

USES	CRT	MN	MS	FT	PP
Residential	X-1	(5)	(5)		
Mixed Commercial	X				
Office	X				
Retail	X				
Recreational	X-3				
Outdoor Market	X				
Hotel/Conference	X				
Cultural	X				
Outdoor Vender	X		X		
Parking Commercial	X-2				
Commercial	X				X
Accessory					
Water-Dependent/Related					
Marina		X	X-6		
Public Fishing Pier			X		
Aquariums			X		
Tour Ships			X-3		
Boardwalks		X-4	X		
Piers		X-4			
Public Access Opportunities ("Water-Enjoyment Uses")	X		X-7		
Transportation Terminal					
Ferry Terminal				X	
Ferry Parking Facilities				X	
Mass Transit Transfer Sta.				X	
Public Recreation					
Parks	X				X
Viewpoints	X				X
Pathway	X				X
Water/Marina Support	X		X		X

NOTES:

LAND/WATER USE AREAS

CRT - Commercial/Residential Tourist Area
MS - Marina/South Area
MN - Marina/North Area
FT - Ferry Terminal Area
P - Pathway-Park Area
TR - Thoroughfares and Rights-of-Way

X - PERMITTED USE

- 1 - On upper floors (above grade).
- 2 - Subject to Shoreline Master Program (SMP) criteria.
- 3 - North of Second Street extended eastward.
- 4 - Providing public access is not obstructed.
- 5 - Houseboats prohibited.
- 6 - Covered moorage permitted for emergency vessels only.
- 7 - Including over-water restaurants/shops consistent with SMP.
- 8 - Includes art galleries, taverns, cafes, restaurants, bars, physical fitness centers.

2. Height Regulations/Maximum Lot Coverage Intent

a. Development Requirements:

- 1) Buildings should be designed so that the setbacks, height, and massing support the following objectives:
 - a) Contribute to human scale;
 - b) Maintain views to the water;
 - c) Provide public access to the shoreline;
 - d) Provide pedestrian amenities at street level.
- 2) All buildings and projects in the Design Review Overlay District must comply with the following chart. (Table 2)

DISTRICT	SPECIAL CONTROLS	MIN. SETBACKS		
	MAX. HEIGHT AND RETAIL/COMMERCIAL REQUIRED	OPEN SPACE/ACCESS	FRONT YARD, REAR YARD OR SIDE YARD	INTERIOR SIDE
<u>CT</u> - 1st Street to 4th Street and <u>MT</u> - South of 4th Street	<u>35 Feet</u> Permitted outright. <u>60 Feet</u> 75% ground floor devoted to retail/commercial. Must provide 2 height bonus amenities (Table J) for increase above 35 feet. <u>75 Feet</u> 75% ground floor devoted to retail/commercial and if not within 100 feet of top of slope. Must provide 3 height bonus amenities (Table J) for increase above 60 feet. <u>90 Feet</u> 90% of net ground floor devoted to retail uses. Must provide 4 height bonus amenities (Table J) for increase above 75 feet. <u>100 Feet</u> With minimum requirements above and Design Review Board approval of 5 amenity incentives. (Table J)	10% 20% as open space view corridor, or public access, or public courtyard. 20% as open space view corridor, public access, or public courtyard. 25% as open space view corridor public courtyard or public access.	1) From Washington Ave - None (0 feet) 2) 1st Street - None (0 feet) 3) 2nd and 4th streets - 10' 4) From O.E.T.H. - 35' or 10 feet from bluff whichever is greater. 5) DDA may grant exceptions for special architectural design. 6) From O.E.T.H. - 50' for commercial parking.	1) For buildings fronting on Washington Ave - 5' 2) For buildings fronting on 1st, 2nd, 4th - none (0 feet)
<u>CT</u> - North of 4th Street and <u>MT</u> - North of 4th Street	<u>35 Feet</u> Permitted outright. <u>60 Feet</u> 50% of ground floor devoted to retail/commercial and 25% of building floor area is residential use. Must provide 2 height bonus amenities (Table J) for increase above 35 feet. <u>75 Feet</u> 75% of ground floor devoted to retail/commercial. 25% of building floor area is residential use. Must provide 3 height bonus amenities (Table J) for increase above 60 feet. <u>90 Feet</u> Same as above for 75-foot height and when building width above second story is no greater than 50% of lot width. Must provide 4 height bonus amenities (Table J) for increase above 75 feet. <u>120 Feet</u> With minimum requirements above and Design Review Board approval of 5 amenity incentives. (Table J) <u>* Height measured at grade from Washington Avenue.</u>	25% open space 30% open space 35% open space 40% open space	1) From Washington Avenue - None (0 feet) 2) From 5th Street - 10 feet 3) From O.E.T.H. - 25' or 10 feet from top of bluff whichever is greater. 4) From O.E.T.H. - 50' for commercial parking.	1) For buildings fronting on Washington Ave - 5 feet 2) For buildings fronting on 4th Street - None (0 feet)

DISTRICT	SPECIAL CONTROLS MAX. HEIGHT AND SETBACK/COMMERCIAL REQUIRED	OPEN SPACE/ACCESS	MIN. SETBACKS FRONT YARD, REAR YARD OR SIDE YARD	INTERIOR SIDE
<u>PERRY TERMINAL (PT)</u>	50' above Washington Avenue	None required	25' from O.B.W.M.	None required.
<u>VIEW CORRIDORS</u>	15' above average grade level Exceptions may be granted by DDB subject to one or more of following requirements: 1) The developer shall provide functional, aesthetically pleasing outdoor open space. 2) The developer shall provide one or more indoor and/or outdoor public areas for visual access to the water. 3) The developer shall provide an outdoor plaza adjacent to the Putnam Park.	None required	10' from 1st St., 2nd St., Burrell St., 7th St., 5th St. Exceptions granted by DDB for narrow lots.	
<u>PATWAY PLAZA (PP)</u>	12' above average grade level.			
<u>HAZEN SOUTH (HS)</u>	Buildings under 4,000 S.F. 25' above sea level at OBN. Buildings over 4,000 S.F. (When second story exceeds 2,500 S.F.) 25' above sea level at OBN. Buildings over 4,000 S.F. (When second story is less than 2,500 S.F.) 25' above sea level at OBN.	Over-water restaurants and aquariums shall not exceed 15 feet in width and shall provide access to and on the seaward side of the structure.		
<u>HAZEN NORTH (HN)</u>	18' above sea level at OBN. Piers and floats to be constructed of materials to last 20 years.			

b. Height Bonus Incentives:

All new development and all substantial remodeling of existing development in the Design Review Overlay District must provide specified amenities if height is to exceed 35 feet. The Design Review Board may approve the proposed amenities only if:

1. The criteria in this section have been met for amenities, and
2. The Design Review Board finds that a public benefit will be derived from the development of the proposed amenity in the proposed location.
3. Specific Requirements: Participation in the height bonus incentive system must comply with the following chart:

Table 3: Section VI.B.2.b

HEIGHT BONUS INCENTIVES - SPECIFIC REQUIREMENTS

<u>AMENITY</u>	<u>DESIGN CRITERIA</u>
1. PEDESTRIAN ORIENTED FRONTAGE	
Building frontage devoted to uses which stimulate pedestrian activity. Uses are typically sidewalk oriented and physically or visually accessible by pedestrians from the sidewalk. Uses which compose pedestrian oriented frontage include, but are not limited to, specialty retail stores, drug stores, shoe repair shops, cleaning establishments, floral shops, beauty shops, barber shops, department stores, hardware stores, apparel shops, travel agencies and other services, restaurants and theaters. Banks and financial institutions are not pedestrian oriented uses for gaining height bonuses.	<ol style="list-style-type: none">1. Pedestrian oriented frontage must abut a sidewalk, plaza or arcade.2. A pedestrian oriented use must be physically accessible to the pedestrian at suitable intervals.3. Pedestrian oriented uses must be visually accessible to the pedestrian at the sidewalk, plaza or arcade level.
2. OPEN PLAZA	
A continuous open space which is readily accessible to the public at all times, predominantly open above, and designed specifically for people opposed to serving as a setting for a building.	<ol style="list-style-type: none">1. Must abut pedestrian connection and be visually and physically accessible for use.

AMENITY

DESIGN CRITERIA

OPEN PLAZA, cont'd

2. Must provide protection from adverse wind, wherever practical.
 3. At least 10% of the plaza surface area must be landscaped.
 4. Must provide at least one sitting space for each 100 square feet of plaza.
 5. Must be enclosed on at least two sides by a structure or by landscaping which creates a wall effect.
 6. Minimum size is 500 square feet.
 7. Must provide opportunities for penetration of sunlight.
 8. May not be used for parking, loading or vehicular access.
-

3. ENCLOSED PLAZA

A publicly accessible, continuous open space located within a building and covered to provide overhead weather protection while admitting substantial amounts of natural daylight (atrium or galleria).

1. Must be accessible to the public at least during normal business hours.
2. Must be readily accessible from a pedestrian connection

AMENITY

DESIGN CRITERIA

ENCLOSED PLAZA, cont'd.

3. Must be signed to identify the enclosed plaza as available for public use.
 4. At least 5% of the area must be landscaped.
 5. Must provide at least one sitting space for each 100 square feet of floor area.
 6. Must be coordinated with Pedestrian Oriented Frontage to the maximum extent possible.
 7. Minimum area is 500 square feet.
-

4. LANDSCAPE FEATURE

A continuous open space located at or near grade whose principal feature is an unusual and pleasing landscape form. The purpose is to serve as a focal point and a visual landmark, rather than as a specific location for pedestrian activity.

Examples:

1. Retention of significant existing vegetation;
2. Massing of plant materials to constitute a recognizable visual unit to effectively contrast with built forms.
3. Berms
4. Dense plantings

1. Must be visually accessible from abutting rights of way or walkways or sidewalks, or Pathway Park.

AMENITY

DESIGN CRITERIA

5. MARQUEE

A permanent overhead canopy projecting from the elevation of a building, and designed to provide continuous overhead weather protection to the area underneath.

1. Must be developed over a walkway or sidewalk.
2. Pavement below must be constructed to provide for drainage.
3. Design must be coordinated with building design.
4. Minimum height is 8 feet above finished grade, except as otherwise required in the Uniform Building Code.
5. Maximum height is 12 feet above finished grade. No height bonus is awarded if the marquee exceeds the maximum height.

6. AWNING

A rooflike structure of fabric stretched over a rigid frame projecting from the elevation of a building designed to provide continuous overhead weather protection.

1. Must be developed over a walkway or sidewalk.
2. Pavement below must be constructed to provide for drainage.
3. Design must be coordinated with building design.
4. Minimum height is 8 feet above finished grade.

AMENITY

DESIGN CRITERIA

AWNING, cont'd.

5. Maximum height is 12 feet above finished grade. No bonus is awarded if the awning exceeds the maximum height.
-

7. GROUND FLOOR AND ABOVE GRADE
PARKING LOCATED UNDER
PRINCIPAL USE STRUCTURE.

1. Parking must be enclosed.
2. Exterior surface must be the same material as used on the principal use building.
-

8. PUBLIC ART WORK OR SCULPTURE

Any form of sculpture or other artwork located outside of the building.

1. Must be displayed near the main pedestrian entrance to a building or in a public open space.
-

9. WATER FEATURE

A fountain, water cascade, stream water sculpture or reflection pond. The purpose is to serve as a focal point for pedestrian activity.

1. Must be located outside of the building, and be publicly visible and accessible at the main pedestrian entrance to a building or along a pedestrian connection.
2. Water must be maintained in a clean and noncontaminated condition.
3. Water must be in motion during daylight hours.

AMENITY

DESIGN CRITERIA

10. Additions to Pathway Park

1. Within the CRT district, a developer may provide additional Pathway Park land area greater than that required (12-foot-wide for width or length of property) in exchange for increased height limits. Inland properties may gain a height bonus by contributing to the Pathway-Park funding.

The additional space shall be of a size and design to be adequate for public gatherings of a significant size, and be approved by the DRB. Inland property owners desiring to participate shall contribute fundings sufficient to provide or develop additional Pathway Park area or amenities.

3. Setbacks

Intent:

Encourage setbacks along pedestrian oriented streets to create a sense of enclosure and maintain the continuity of display windows. To maintain existing view corridors and create new minor view corridors by openings between buildings.

Accomplished by:

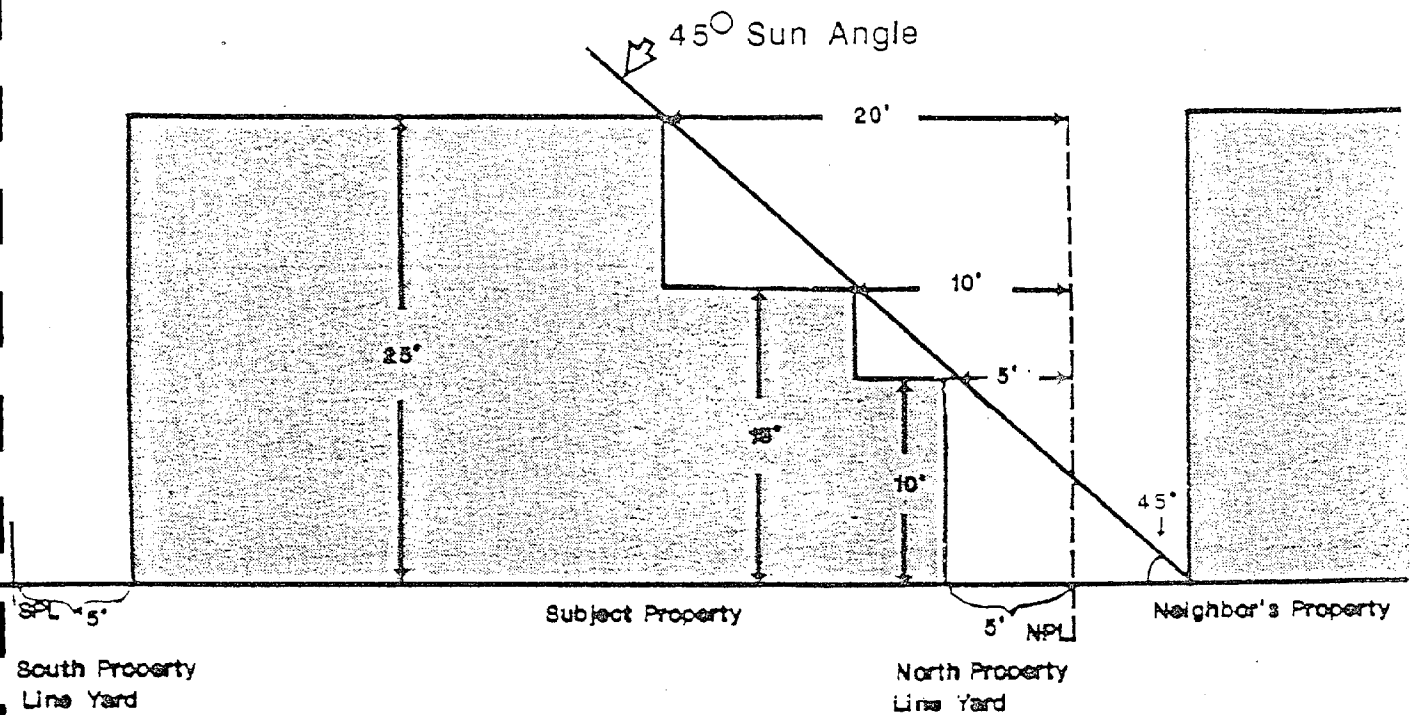
Minimum Setback Requirements

From Washington	None
From 2nd, 4th, 5th	10 feet
Interior property Lines in CRT	5 feet
All Other Property Lines	None
Shorelines	25 feet from OHWM
Parking in shorelines	50 feet from OHWM
North property lines *	Height of building minus five feet from north property line.

- * Note: In order to create more desirable pedestrian spaces, all new construction in the Design Review Overlay District shall be set back or "stepped" on north property line to protect views, and to allow sunlight, air, and breezes onto neighboring properties.

Illustration 2

NORTH PROPERTY LINE YARD AND
HEIGHT OF STRUCTURE



ELEVATION VIEW

Setback = Height - 5' from North Property Line
Scale 1"=10'

4. Mass and Bulk

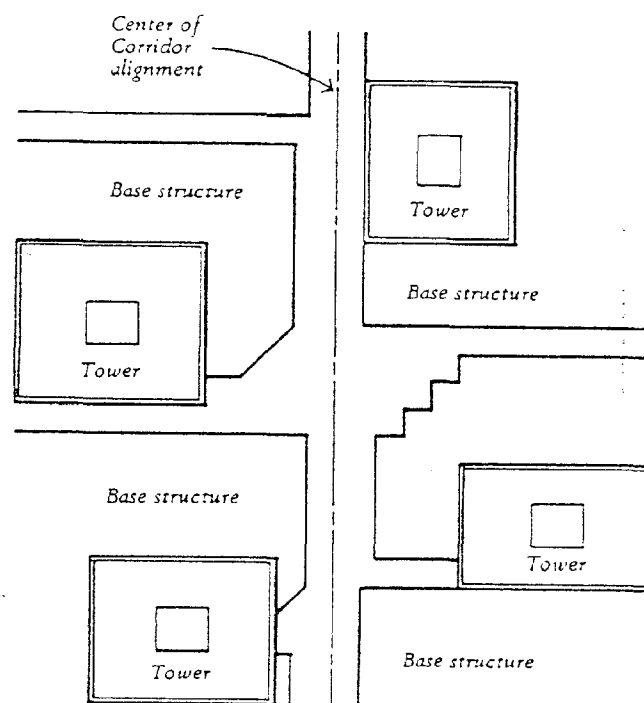
Intent:

- To encourage urban development in the waterfront and view corridors that is compatible with human scale giving special consideration to open spaces, public areas, sun, shade, and breezes.

Accomplished by:

- Ensuring that the form and placement of buildings consider year-round conditions of sun and shade, light and breezes within the project area; and
- Encouraging portions of buildings to be stepped, but not necessarily in the same manner. Variations in use, design, and configuration should be encouraged.
- Terraced building massing to scale down the abutting development and to provide sunlight and ventilation;
- Discouraging overly prominent building shapes without varied architectural features (offsets change in materials or recesses) or having long uninterrupted facades.
- Ground floor facades shall be predominantly glass to maintain a high degree of transparency. Highly reflective and dark tinted glass is prohibited on first floors unless approved by the Design Review Board.
- New construction or major remodeling shall employ corner setbacks or cutoffs where they are both appropriate and consistent with the intent of these guidelines;
- Outdoor cafes, show case windows, awnings, canopies, and bay windows will be permitted to extend into setbacks.

Illustration 3: Examples of varied Mass and Bulk



5. Circulation:

a. Pedestrian

Intent:

- To provide "pedestrian-oriented" uses that will draw pedestrians to and within the area. These uses shall include but not be limited to retail, services, recreational, and cultural facilities. A use may qualify as pedestrian-oriented if it provides significant public open space and is characterized by "pedestrian scale" features. Pedestrian-oriented frontage is defined as being devoted to uses which stimulate pedestrian activity, provide visual interest, or use sidewalk space (for cafe seating, displays, etc.).

Accomplished by:

- Provide pedestrian connections between various ground floor uses.
- Access for pedestrians into building shall be at convenient intervals.
- Provide cover over sidewalks along Washington Avenue and First Street.
- Provide pedestrian access to the water along the top of the bluff or by boardwalk along the shoreline.
- Cooperate with the City to provide a sheltered pedestrian overpass across Washington Avenue in the vicinity of the Municipal Parking Garage and City Hall Park near Fourth Street.
- Maintain public open space in the vicinity of the Second Street View Platform that will accommodate special events. This could be done with plazas, parking areas, or other joint use areas.

- A second pedestrian overpass shall be constructed from the Ferry Terminal to the west side of Washington to separate pedestrians from ferry traffic.
- The east end of the street in the vicinity of the Second Street Viewing Platform shall be designed to facilitate pedestrian gatherings on special occasions.
- Second Street shall provide two-way vehicle access into the Project Area from Washington Avenue, with priority given to pedestrians.
- Fourth Street shall provide local vehicular and pedestrian access to the north portion of the Project Area, with priority given to pedestrians.
- The sidewalks along First Street shall be widened to create a pedestrian character.
- Establish highly visible distinctive on-grade street crossings with special paving, lighting, planting and other pedestrian features.

b. Vehicular

Intent:

To enhance access to public and business centers within the area by redesign and reconstruction of the street and pedestrian walkway system as necessary.

To provide adequate parking for business, cultural, recreational, residential, and transportation activities in the Project Area.

Develop an efficient regional transportation hub within the Project Area.

Accomplished by:

Washington Avenue:

- Washington Avenue north of First Street shall continue to serve as a through-traffic route. The City will vacate Washington south of First Street in order to expand the Ferry Terminal Area to the northwest.
- Unneeded right-of-way shall be reconfigured to provide a more appealing pedestrian environment with features as wider sidewalks, plantings, street furniture, etc. Bus shelters and additional street trees shall be provided.
- A bicycle lane, on-street parking, wider sidewalks, and landscaping shall be added in unneeded right-of-way north of Second Street if/when it is designated for two/three lanes running one-way north.

First Street. West of Washington

- First Street west of Washington shall become the primary access to the Ferry Terminal and the First Street Dock in the event it is designated one-way east.

First Street. East of Washington

- The primary function of First Street east of Washington shall be to provide local access to the fishing pier, marina, pathway-park system and adjacent businesses. It shall also provide supplementary access to the Ferry Terminal Area.
- A turnaround shall be provided in the vicinity of the First Street Dock, sufficient for emergency vehicles.

TABLE 4 - PROPOSED STREET IMPROVEMENTS

PROPOSED STREET IMPROVEMENTS					
Washington Ave.	First Street	Second Street	Burwell Street	Fourth Street	Fifth Street
<ul style="list-style-type: none"> - Cover over sidewalks. - Sheltered overpass at Ferry Terminal to west side of Washington Avenue. - Establish distinctive on-grade street crossings with paving and other features. 	<ul style="list-style-type: none"> - Cover over sidewalks. - Widen sidewalks to create pedestrian character. 	<ul style="list-style-type: none"> - Open space at View Tower. - Design View Platform area to accommodate pedestrian gatherings. - Priority given to pedestrians. 		<ul style="list-style-type: none"> - Sheltered pedestrian overpass. - Priority given to pedestrians. - View Platform/beach stairway at street end. 	
<ul style="list-style-type: none"> - Vacate Washington Ave. south of First Street to expand Ferry Terminal. 	<ul style="list-style-type: none"> - Access to First Street Dock and Ferry Terminal area. - Turnaround to be provided sufficient for emergency vehicles in the vicinity of First Street Dock. 	<ul style="list-style-type: none"> - A bicycle lane, on-street parking, widened sidewalks and landscape unneeded right-of-way north of Second St. - On-street angle parking shall be located along both sides of street. - Right-of-way at shoreline shall be incorporated into Pathway Park area. 		<ul style="list-style-type: none"> - Signed for local access only. - Vehicle turnaround added at the street and the top of the bluff. - On-street angle parking to give access to beach tower. 	
	<ul style="list-style-type: none"> - View Corridor - Raised planter bed down center of street. - Provide water/marina support facilities on First Street Dock. 	<ul style="list-style-type: none"> - Enhance View Corridor with 10-foot setback. 	<ul style="list-style-type: none"> - View Corridor 	<ul style="list-style-type: none"> - Enhance view corridor with 10-foot setback. 	<ul style="list-style-type: none"> - Enhance view corridor with 10-foot setback
OTHER	VEHICULAR - RIGHT-OF-WAY	PEDESTRIAN			

- Provision shall be made for loading areas for existing businesses.
- Raised planting beds will be added in a median down the center of the street.

Second Street

- On-street angle parking shall be located along both sides of the street.
- The right-of-way at the shoreline shall be incorporated into the Pathway/Park Area.

Fourth Street

- Signage shall be provided for local access only to adjacent business and park uses to discourage other vehicles from entering. A vehicle turn-around area shall be added at the street and at the top of the bluff. On-street angle parking will be provided to serve the Beach Access Tower.

c. Pathway Park/Shoreline Access:

Intent:

- Provide increased public access to the shoreline by requiring waterfront development to provide physical and visual access to the water. Views to the water shall be unrestricted except for landscaping.

Accomplished by:

- All development adjacent to the shoreline shall dedicate to the City public access easement along the shoreline extending no less than 12 feet wide (BSMP). If property is located on high bluff waterfront, beach access may be required by the DRB in addition to the above minimum requirement.

Development Requirements:

a. Pathway/Boardwalk (all areas)

- All projects on properties adjacent to the shoreline will be required to construct a 12-foot-wide (BSMP) pathway/boardwalk within the public access easement for the entire length (or width) of the property. It shall be designed to provide continuous linkage with segments of the pathway on adjacent properties. (BSMP)

(Note: The pathway/boardwalk may be integrated into the setback required by the BSMP).

- In areas where there is a bluff or steep slope, the access may be required either at the water's edge or on top of the bluff, or both, as long as it will connect with planned access on adjacent properties.
- Lighting should be placed along the entire length of the Public Access Pathway routes and should be adequate to provide for pedestrian safety. Theme lighting fixtures should also be located at all beach access points and viewpoints along the route.
 - 1) Light standards should be spaced to allow a minimum of one foot candle of light along the entire pathway. In no case should the spacing exceed 150 feet.

2) Design Specifications
(Attachment "A"):

- a) Light posts - single post.
 - b) Bollards - two foot, six-inch high custom-made, painted "Bremerton Green".
- Public viewing areas shall be established that overlook the water.
 - Landscaping is required on either side of the walkway. Water views are to be unobstructed by landscaping material. Height of shrubs to be no greater than four feet.
 - Building entries, window displays and exterior amenities are encouraged along the pathway. (See Section VI.B.2.b, Amenity Incentives).

b. Pathway Development Incentive Bonus (See also Section VI.B.2.b. Amenity Incentive)

- Within the Design Review Overlay District, a developer may provide additional land area greater than that required (12-feet wide for width or length of property) in exchange for increased height limits. Inland properties may gain a height bonus by contributing financially to the Pathway-Park funding. Such space shall be of a size and design to be adequate for public gatherings of a significant size, and be approved by the DRB. The amount of contributions shall be sufficient to provide or develop additional pathway or amenities.
- In exchange for fee simple ownership of such land area (or funding), the City agrees to:
 - 1) Provide up to one hundred percent (100%) of the cost of construction, subject to City Council approval;

2) Accept liability for and to maintain such space in perpetuity.

- In exchange for such PROVISIONS, the DRB is empowered to grant the following exemptions to development controls:

1) Height limits south of Fourth Street may be increased to as much as one hundred (100) feet above Washington Avenue. Height limits north of Fourth Street may be increased to a maximum of 120 feet above Washington Avenue.

2) Street or side yard setbacks may be decreased or eliminated.

3) View Corridor requirements may be modified as provided in Section 4.6.c, Chapter 3 of the DWURP.

6. PARKING:

Intent:

- The number of parking spaces within the Downtown Waterfront Urban Renewal Project Area shall respond to the general goal of attracting people to the downtown waterfront area and accommodating their needs.
- Vehicles shall not be accommodated in such numbers that they dominate the Project Area and discourage pedestrian utilization of the site.
- Parking provisions will contribute to meeting the objectives for the development plan by ensuring that parking does not create a negative visual impact. Provisions for the number of parking spaces required in the Design Review Overlay District are to be in accordance with this section (Table 5).

Accomplished by:

In General:

- Except within the street rights-of-way, parking areas and facilities shall not be located in required front or shoreline setbacks.
- Parking in structures shall be allowed at ground floor level adjacent to streets only if such parking does not detract from the pedestrian-orientation of the area, except in the Ferry Terminal Area, where such parking shall be effectively screened from the street.
- Parking on rooftops may be permitted on a case-by-case basis when designed to respect views from surrounding areas.
- Parking facilities shall be located at least fifty feet from the water's edge. The City of Bremerton Department of Community Development may modify this requirement for lots with insufficient space between the upland lot line and the Ordinary High Water Mark (OHWM). In such cases, the parking facilities shall be located as far from the water's edge as feasible.
- Parking supplied within the DWURP Project Area shall be limited to that which directly supplies the needs of the Area. The number of parking spaces provided shall be equal to no less than 30% of the parking required in the Zoning Ordinance for areas outside the Central Business District except as otherwise provided in this Plan.

Screening and Landscaping of Parking:

- Parking and loading shall be screened from water and upland views.
- Screening and landscaping of parking shall meet Zoning Ordinance requirements. Landscaping of all existing parking lots is required no later than March 2, 1992 (DWURP).

- A performance assurance bond will be required if landscaping is not installed prior to issuance of a Certificate of Occupancy.

Commercial Parking:

- Commercial parking facilities may be approved under a Shoreline Conditional Use Permit providing they are consistent with Shoreline Master Program criteria for such facilities. These criteria are as follows:
 1. The parking lot is designed and managed for use by visitors and patrons of uses within the downtown waterfront, and not available for employee parking.
 2. Parking stalls and drives are set back at least fifty (50) feet from the Ordinary High Water Mark (OHWM).
 3. The site plan features significant amenities and access to the shoreline.
 4. The permit shall expire unless renewed every five (5) years.

Loading

- Adequate provision shall be made for service access to commercial locations in the Project Area. (See Chapter VII, Section 9, Zoning Ordinance, for specific requirements.)
 1. In new development, space for parking delivery vehicles and for movement of merchandise, furniture, garbage, etc., shall be provided on-site.
 2. Rehabilitation proposals shall include solutions for providing service loading in a manner that minimizes disruption of traffic flows.

TABLE 5 - Parking Requirements

<u>LAND USE</u>	<u>MINIMUM REQUIREMENTS</u>
<u>Ferry Terminal (FT)</u>	
Interim Terminal	120 vehicles, minimum
Ultimate Terminal	206 vehicles, minimum
<u>Bus Terminal Area</u>	
Interim Terminal	4 buses, minimum
Ultimate Terminal	10 buses, maximum, sheltered.
<u>Kiss-and-ride (Drop-off/pick-up) Area</u>	
Interim Terminal	10 vehicles, minimum
Ultimate Terminal	50 vehicles, minimum, including taxis; sheltered.
<u>Foot passenger parking area (with priority given to handicapped and high-occupancy vehicles)</u>	
Interim Terminal	Five (5) handicapped stalls, minimum.
Ultimate Terminal	One hundred sixty (160) stalls, minimum.
<u>Off-street Overflow Area</u>	Fifty (50) vehicles.
<u>Employee Parking</u>	Limited to five percent (5%) of the total number of parking stalls (not including holding area parking) provided on site).
<u>Incentive Parking</u>	Parking rates shall be structured to promote walk-on use of ferries; rates for foot passengers shall be lower than for other parking users.

Table 5 - cont'd

Marina North/South (MN, MS)

Transient Moorage

1 space/20 moorage slips

Permanent Moorage

1 space/covered moorage slip.

Other Uses

(Not specified above)

A minimum of 30% of the Zoning Ordinance requirements for areas outside the Central Business District.

7. View Corridors:

Intent:

- Improve visual access and physical connections between the CBD and water through control of building setbacks, heights, view corridors, and public amenities.

Accomplished by:

- Building setbacks shall be required in designated view corridors. (See Section VI.B.3)
- Maintenance of open space in vicinity of Second Street view tower to accommodate special events.
- Facilities to be designed to protect water views. Design, height, placement and architectural design of structures to respect views from upland areas.
- Parking and loading shall be screened from water and upland views, subject to DRB approval.
- All proposals should consider the enhancement and maintenance of viewing areas overlooking the water.
- All development should be visually unified with common design elements to protect waterfront vista.
- Scenic qualities of the bluff as viewed from water should be protected.
- Flat roof areas of all structures shall be landscaped or otherwise decorated or designed to respect views from surrounding areas.
- Develop rooftops (J.C. Penneys, City Garage) with publicly accessible pedestrian areas to optimize or enhance views of Sinclair Inlet.
- Replace Second Street viewing platform atop reconstructed pump station. Incorporate seating into the revised design.

Designated View Corridors

1st Street
2nd Street
Burwell -
extended
4th Street
5th Street -
extended

View Corridors are protected by setbacks, building height requirements, and maximum lot coverage standards.

Exceptions: Exceptions to View Corridor requirements may be granted by the DRB, subject to one or more of following requirements:

1. The developer shall provide functional aesthetically pleasing outdoor open space.
2. The developer shall provide one or more indoor and/or outdoor public areas for visual access to the water.
3. The developer shall provide an outdoor plaza adjacent to the Pathway-Park.

8. Landscaping

Intent:

- To provide an attractive street and pedestrian area, enhance water views from Washington Avenue, unify different use zones, shield unattractive uses from adjacent property views and the public right-of-way, and provide public amenities. The type and amount of landscaping will be dependent on the preservation of views to the water and provide a continuity between zones along Washington Avenue.

Accomplished by:

- In general:

- a. Street trees and tree grates or an alternate tree base of sand and river rock will be required of all projects adjacent to streets in the project area. (See Street Furniture, Section VI, B9 and Attachment "E".)

b. Appropriate plant materials include small deciduous trees (under 35 feet height); small to medium shrubs (no greater than three feet tall) in view corridors, and groundcovers. See recommended plants list, Attachment "B" and Pathway Street Tree and Screening Plan, Attachment "C".

- In parking lots and areas: According to Zoning Ordinance requirements.

- In View Corridors:

a. A ten-foot deep area, consisting of a combination of trees, shrubs and groundcovers, with landscape elements such as water, paving and outdoor furniture as optional, shall be provided in street setbacks.

b. Plantings in view corridors should be chosen and maintained at such heights as to retain views of the water from upland property, specifically Washington Street.

- Pathway-Park: Major landscaping for the Waterfront Public Access Pathway consists of the use of selected street trees for the street environments, screening hedges for separation of uses and obscuring of undesirable views, and landscaping for planting beds and planters at view points and other gathering areas. The City will require landscape plans for future development along pathway routes. (WAP)

9. Street Furniture:

Intent:

- To ensure that the amenities provided in the project area emphasize pedestrian scale and use and enhance the thematic identification of the project area. Primary consideration in the selection of these elements should be ease of maintenance and replacement and resistance to vandalism.

Accomplished by:

- Providing primary (chairs and benches) or secondary (walls, steps, and planter ledges) seating:
 - a. Benches should be placed as far away from the curbs as possible and located where potential views of the water, mountains and other interesting views are available.
 - b. Bus stop locations should be coordinated with the local transit authority.
 - c. Walls, steps, and planter ledges may be considered as providing seating only if they are of a height not less than 12 inches or more than 36 inches and a depth not less than 12 inches.
 - d. In projects desiring amenity incentive credits, at least 10% of seating should be primary. A minimum of one linear foot of seating for each 30 square feet of plaza, public courtyard or dedicated open space is required for credit.
- Incorporate tree grates or other protective devices into landscaping to minimize adverse impacts:
 - a. Ornamental tree grates should be used where the sidewalk width is in excess of eight feet. Where the sidewalk width is less than eight feet, large river rock placed on a sand base should be used at the foot of each tree. (Attachment "E")
- Trash receptacles shall be located at all viewpoints, bus stops and other locations where people are expected to frequent and where litter could be a problem. (Attachment "F")
- Bike racks shall be located in the vicinity of the ferry terminal, at Fourth and Washington, and at beach access points. (Attachment "G")

10. Lighting:

Intent:

- To create a unified street lighting standard in the district that is compatible with pedestrian scale and security, while at the same time functional and visually distinct. Design specifications for the Design Review Overlay District are below. Separate specifications for standards in the Pathway Park are in Section B.5.C of this chapter.

Accomplished by:

- Design Specifications: Replace existing street light standards in the Design Review Overlay District with a standard reminiscent of old Downtown Bremerton lighting. (Attachment "H")
 - a. Street light posts - Washington Series. 8 - 12 feet high available with round globe luminaries.
 - b. Lighted Bollards - New England Series. 35 - 43 inches.

NOTE: Manufacturer of standards above:
CLASSIC Lamp Posts
3645 NW 67th Street
Miami, Florida 33147

- Locations: All new projects in the district will be required to install the specified light standards, or comparable upon DRB approval.
 - a. Parking lots in the project area will be required to install lighting throughout.
 - b. Residential developments will be required to provide lighting in pedestrian oriented areas, stairways and sloping or rising paths, building entrances and exits.

- Special Considerations:

Glare:

- a. Light fixtures shall shield towards the building to direct lighting on the building and minimize glare onto adjacent properties.
- b. Where lights along or near property lines will be visible to adjacent residents, the lights shall be appropriately shielded.

- Pathway-Park: Lighting as specified in the Pathway-Park section. (Section B.5.C)

11. Paving

Intent:

- To ensure that all sidewalks and crossings of major streets provide for pedestrian safety, enhancement of the area, and adequate traffic flow; and to moderate the climate through choice of paving colors and material in pedestrian spaces.

Accomplished by:

- Individual projects, plazas, and courtyards are required to provide proper paving material. It should be non-glare, non-slip, and be free of large joints, cracks, toe trips, or uneven surfaces. Changes in color, pattern, or texture that define varying uses are encouraged to the extent possible. Colors should be selected to maximize actual and perceived warmth in winter and minimizing such warmth in summer.
- Public Improvements: All sidewalks classified as condition "C". (See Attachment "I", Sidewalks and Street Light Inventory) are to be replaced with new sidewalks and curbs as shown in the design graphic section of this section. Sidewalks classified as condition "B" should either be repaired or replaced in areas where the walkway is less than five feet wide.

- a. New textured Bomanite concrete crosswalks are to be installed at ALL street crossings along the route. Width may vary depending on intersection: minimum width: five feet. (Attachment "J")
- b. Gradients on all new sidewalks are to be kept to a maximum of 8% where possible, and in no case should they exceed 15%.
- c. Pedestrian guardrails are to be installed when any portion of the walkway is more than 30 inches above the adjacent grade or surface.

12. Signs:

Intent:

- To encourage a pedestrian environment. Signs in the Downtown Waterfront Zones should enhance the appearance of the area and assist visual and physical access to the shoreline.

Accomplished by:

Public Informational Signs:

- The route directing the pedestrian to Waterfront opportunities should be clearly marked with signage using the standardized "public shore" logo. These signs should be located every several blocks, at change of direction points, and at actual points of access to the beach. (Attachment "K")
- A sign similar to the route marking signs, incorporating a map of the route with a "you are here" indication should be added to the route marking signs and placed in the vicinity of the pedestrian exit from the ferry terminal and the various waterfront access points along the route. (Attachment "K".)
- Parking and traffic directional signs are to be consistent with theme for the district and conspicuously located.

Signs for All Projects in DROD

- Subject to requirements in Zoning Ordinance for BC zone.
- Outdoor advertising signs, which direct attention to other than the premise where such signs are located, are prohibited.
- Signs on rooftops are prohibited. (Signs erected upon or above a roof or parapet of a building or structure.)

13. Other:

A. Color Theme:

Intent:

- To provide the pedestrian with a sense of place, to provide unifying elements in the project area and to emphasize the nautical theme in the downtown area.

Accomplished by:

- Should be supportive of nautical theme.
- Exterior colors of all proposals should be supportive of the nautical theme, and will be subject to Design Review Board review and approval.

B. Awnings and Banners

Intent:

- To create an appealing pedestrian environment by considering climate, physical setting, and visual amenities.

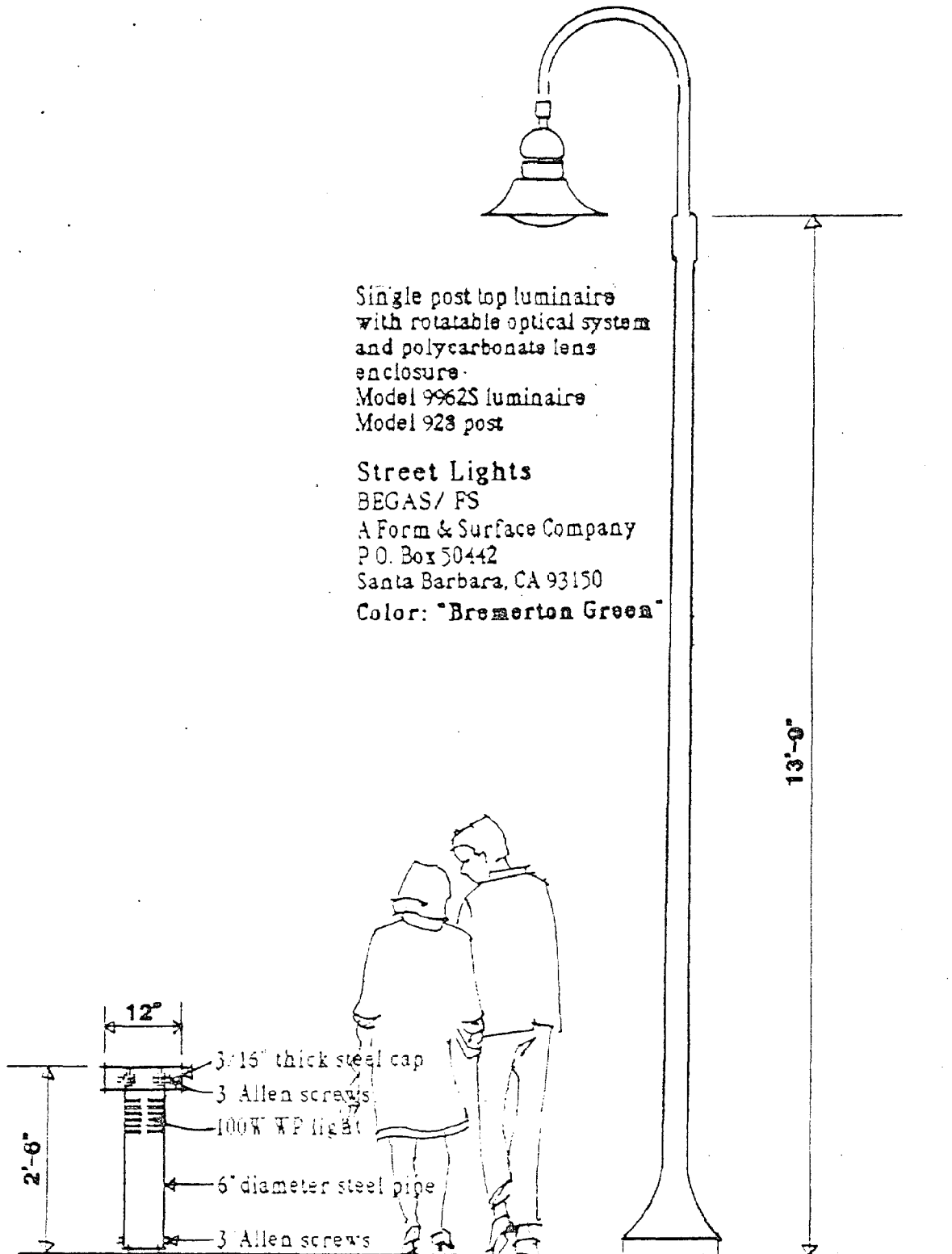
Accomplished by:

- Awnings: Incorporate weather protection devices into building design. Awnings should project from a building no more than sidewalk width and be at least eight feet minimum and 12 feet maximum height above existing grade. (Height bonuses may be granted for provision of awnings subject to regulations in Section B.2.b in this chapter.)
- Banners: Any banners to be displayed and incorporated into the street design in the Design Review Overlay District are to be submitted for approval by the DRB. Banner designs may be submitted at the request of the DRB, or by the requests of individuals or groups. In either event, the following criteria must be met:
 - 1) Designs are to be kept simple and graphic.
 - 2) Dimensions: 10 feet (length) by 40 inches (width) minimum.
 - 3) Colors: to be approved by the Design Review Board.
 - 4) Materials: Top-quality oxford nylon or other equally durable material to be approved by the DRB. The material(s) should be able to withstand weathering by wind, rain and sun for TWO summer seasons.
 - 5) Construction: Banners are to be of single layer construction with same design on both sides. Design or logo must be designed so that it matches on both sides when sunlight shines through. All banners are to be securely sewn to prevent ripping and/or fraying. Applique or cut-away technique is the preferred method of applying design, although silkscreen or other techniques are acceptable upon DRB approval.

- 6) Support: Top - Pole supported. Size to be determined. Boat canvas header, appropriately sized, to be sewn as sleeve at top to slip over top pole: Bottom - Metal bar to be inserted in pocket hem with two holes spaced equidistantly apart to allow banner to be pulled taut and secured to bottom pole. Holes are to be soldered in metal bar to correspond to holes in banner. Grommets are required to secure banner to brackets on post.

ATTACHMENTS

<u>Attachment "A":</u>	Pathway Park - Light Standards
<u>Attachment "B":</u>	Recommended Plants List
<u>Attachment "C":</u>	Street Tree and Screening Plan
<u>Attachment "D":</u>	Street Trees
<u>Attachment "E":</u>	Tree Grates
<u>Attachment "F":</u>	Trash Receptacles
<u>Attachment "G":</u>	Bicycle Racks
<u>Attachment "H":</u>	Light Standards for Design Review Overlay District.
<u>Attachment "I":</u>	Waterfront Access Plan - Segment A - Sidewalk and Street Light Inventory
<u>Attachment "J":</u>	New Crosswalks
<u>Attachment "K":</u>	Route Signage



LOW-LEVEL FIXTURE
CUSTOM-MADE BOLLARD

Color: "Bremerton Green"

STREET LIGHTS

LIGHTING

MACDONALD/ YANICK
COLLABORATIVE

Architects Landscape Architects Planners

30 N.W. Third Avenue, Suite 200 Portland, Oregon 97209 Telephone 503 224-5225 FAX 503 224-5226 881 Madison Ave. 2nd Floor New York, NY 10017

ATTACHMENT B

RECOMMENDED PLANTS LIST

STREET TREES

Street trees have been selected for their non-invasive roots, disease and pest resistance, and appropriate size. They should be spaced so as to have matched heads (touching but not overlapping branches) upon maturity. Final tree location and spacing will be governed by existing and proposed driveway curb cuts; locations of underground utilities such as water lines, meters, sewer lines, power and cable TV, etc; easements; soil conditions; and vehicular traffic sight lines.

Street trees should be at least 2-1/2 " calliper, balled and burlapped when planted. The size of the tree will provide an immediate aesthetic effect and be more resistant to vandalism.

Recommended Street Trees

- Acer rubrum "Red Sunset" Red Sunset Maple
Minimum spacing 30' o.c.
- Acer rubrum, Red Maple
Minimum spacing 30' o.c.
- Liquidambar styraciflua, Sweet Gum
Minimum spacing 20' o.c.
- Carpinus betulus "Pyramidalis", Pyramidal Hornbeam
Minimum spacing 20' o.p.c.
- Acer ginnala, Amur Maple
Minimum spacing 20' o.c.
- Prunus species, Pink Flowering Plum
Minimum spacing 20' o.c.

SCREENING HEDGES

There exists a need for privacy screening adjacent to the more industrial uses and residential areas along the pathway route. There is also a need for screening to separate view sites for beach access locations from immediately adjacent properties.

Plant materials for screening should reach a maximum height of five feet within five years.

Screening Hedges (cont.)

Recommended Plants

- Ilex cornuta, Chinese Holly
- Ligustrum ovalifolium, California Privet
- Photinia glabra, Japanese Photinia
- Berberis julianae, Wintergreen Barberry (where a physical barrier as well as screening is required).

PLANTING BEDS AND PLANTERS

Those plants used in the view areas and planters should be thornless, scaled properly for the location, low maintenance, condition tolerant, and native to coastal conditions. Each individual area should be designed for maximum color and seasonal effect.

Recommended Plants

Cotoneaster
Ligustrum
Pinus
Pyracantha
Hedera helix

Elaeagnus pungens
Osmanthus
Podocarpus
Viburnum
Hypericum

Escalonia
Photinia
Prunus
Junipers
Vinca

ATTACHMENT C:

STREET TREE AND SCREENING PLAN

Waterfront from Ferry Terminal to Fourth Street

The trees selected for the waterfront promenade are medium shade trees which will offer brilliant coloring in the fall.

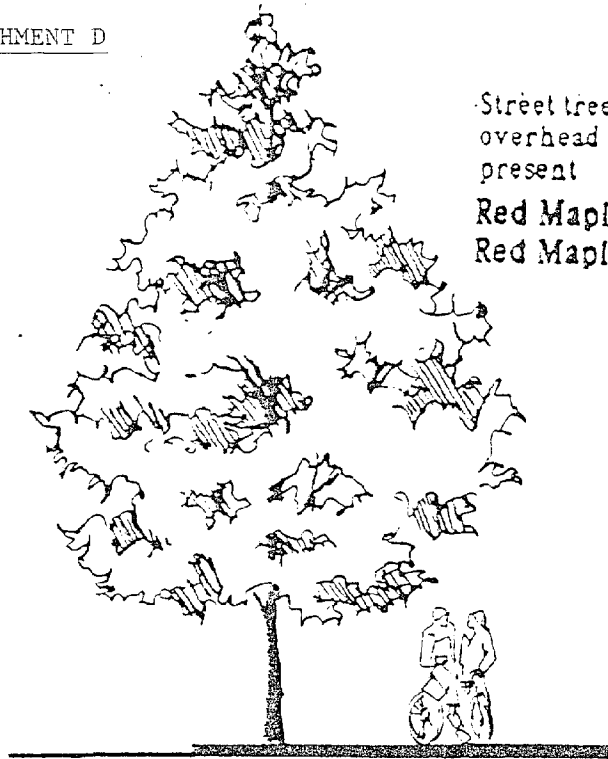
- Waterfront Promenade - Acer rubrum (Red Sunset Maple)

Washington Street from First Street to Manette Bridge

Along the east side of Washington Street, numerous Sweet Gum trees exist with a few Locust trees interspersed.

The Locust should be removed, and new Sweet Gums added to provide continuity to the street environment. The west side of the street requires a small scale columnar tree to minimize branching into the traffic lanes and future growth into the wires above. All existing trees should be removed and relocated a minimum distance of ten (10) feet from utility poles. (See drawing.)

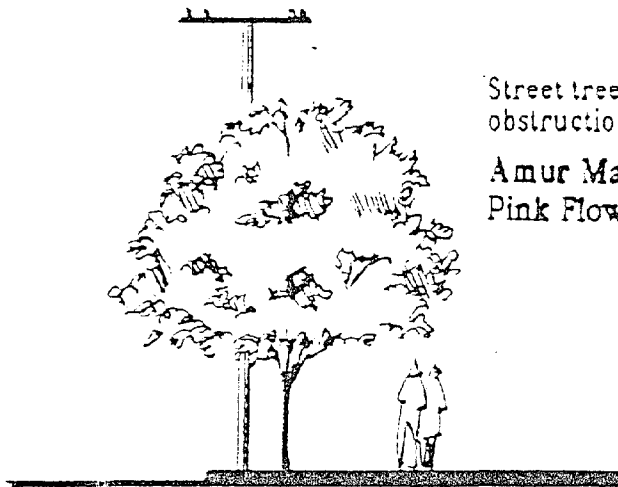
- East side --- Liquidambar Styraciflua (Sweet Gum)
- West side--- Caprinus Betulus "Pyramidalis" (Pyramidal Hornbeam)



Street trees where no
overhead obstructions are
present

Red Maple

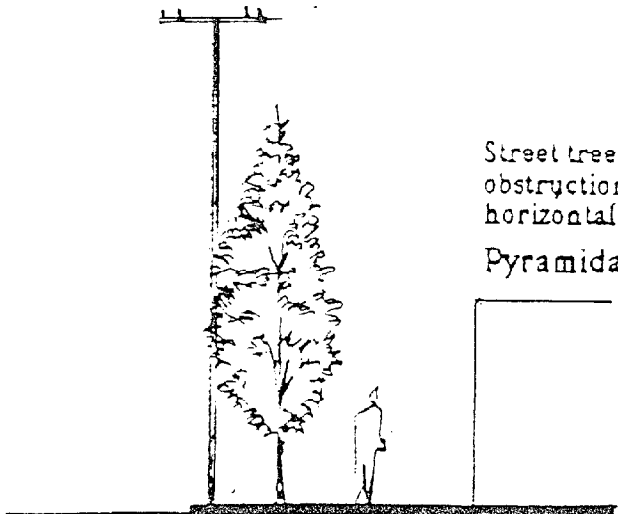
Red Maple "Sunset"



Street trees where overhead
obstructions are present

Amur Maple

Pink Flowering Plum



Street trees where overhead
obstructions are present and
horizontal space is limited

Pyramidal Hornbeam

STREET TREE

**MACDONALD/YANICK
COLLABORATIVE**

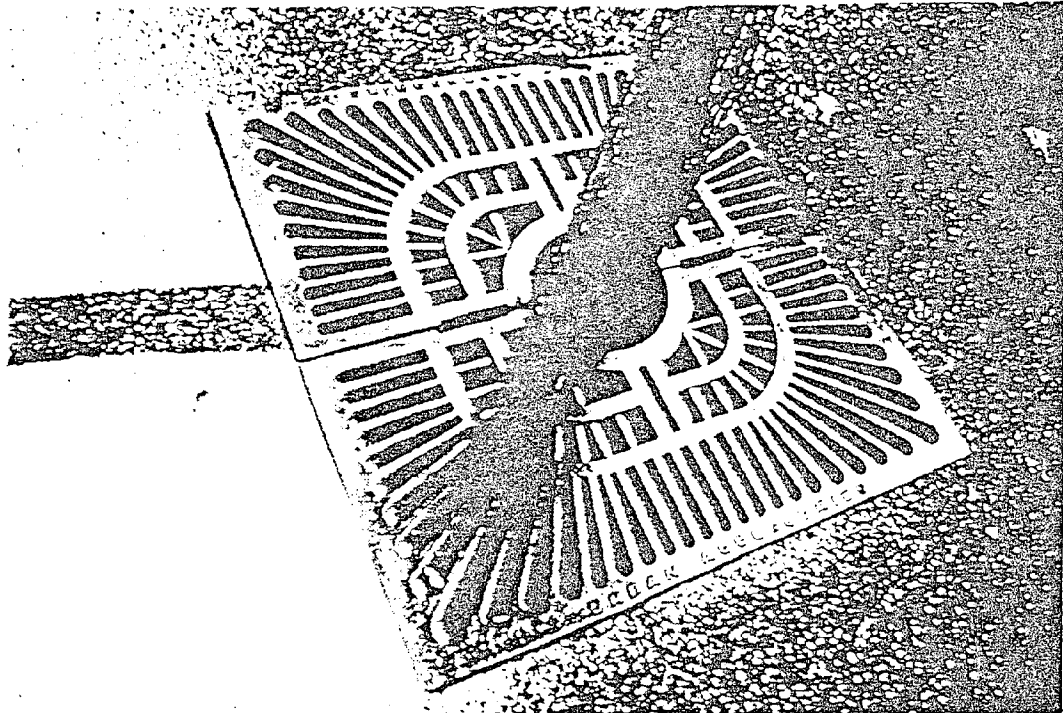
Architects Landscape Architects Planners

50 N.W. Third Avenue, Suite 200

Portland, Oregon 97203 Telephone 503 254-2253

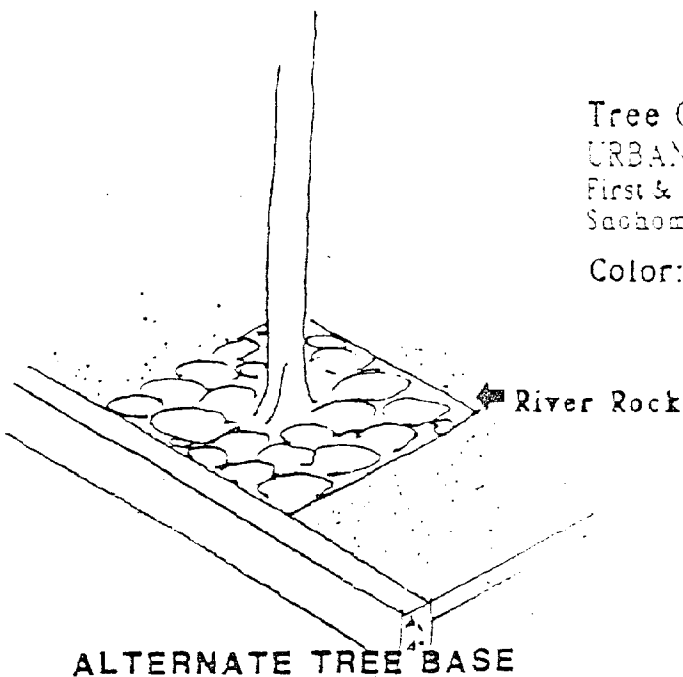
381 Madison Ave. S.

Seaside, Oregon 97138



Tree Grates
URBAN ACCESSORIES
First & A Street
Sachomish, WA 98270

Color: "Bremerton Green"



ALTERNATE TREE BASE

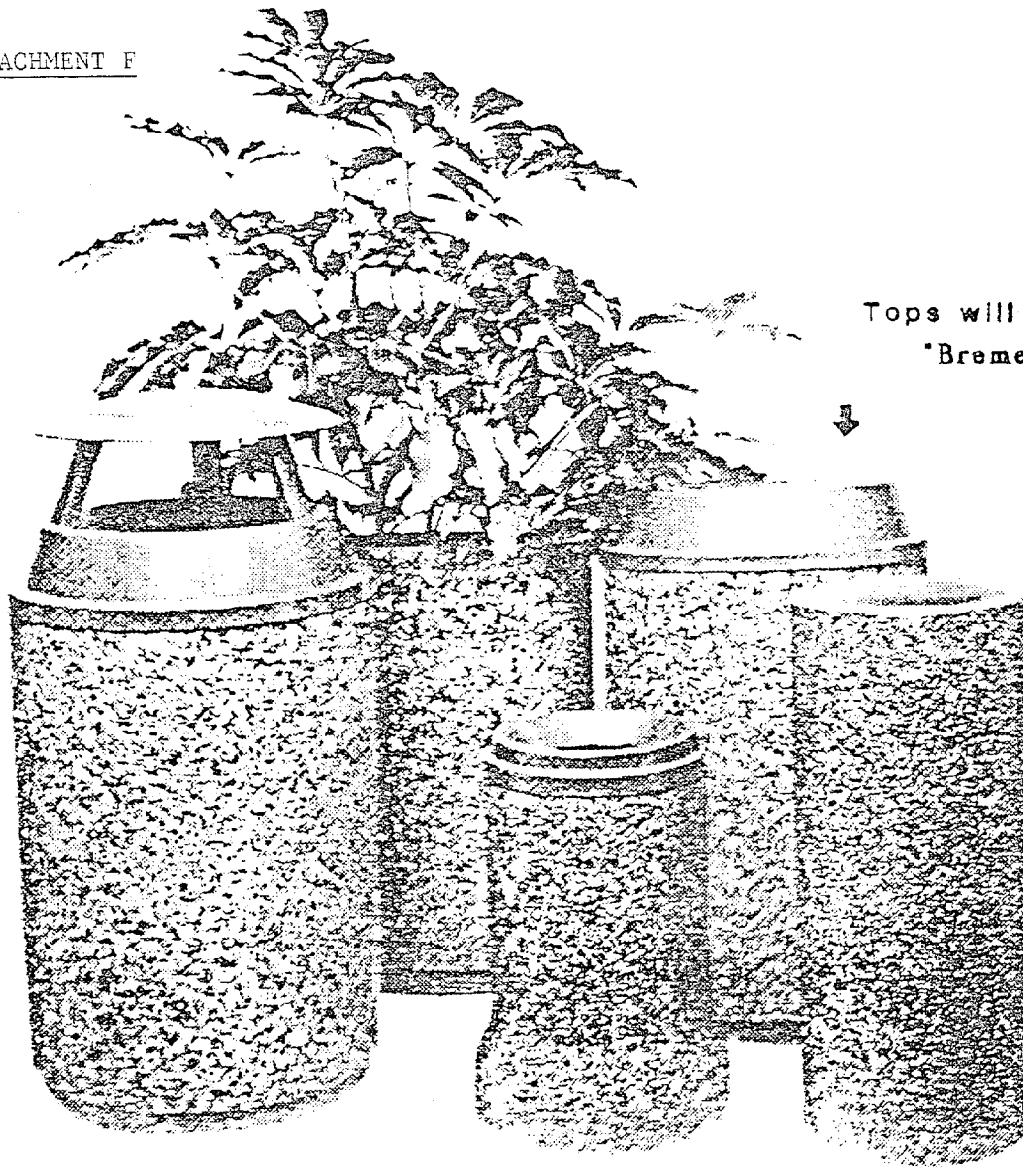
TREE GRATE

MACDONALD/YANICK
COLLABORATIVE

Architects Landscape Architects Planners

200 N. Third Street, Suite 105
Portland, Oregon 97208 Telephone 503 224-2225 341 Madison Ave. E.
Salem, Oregon 97301 Fax 503 224-2225

ATTACHMENT F



Tops will be painted
"Bremerton Green"

Trash Receptacles
HUNTCO SUPPLY INC.
3601 N W Yeon
P O Box 10385
Portland, OR 97210

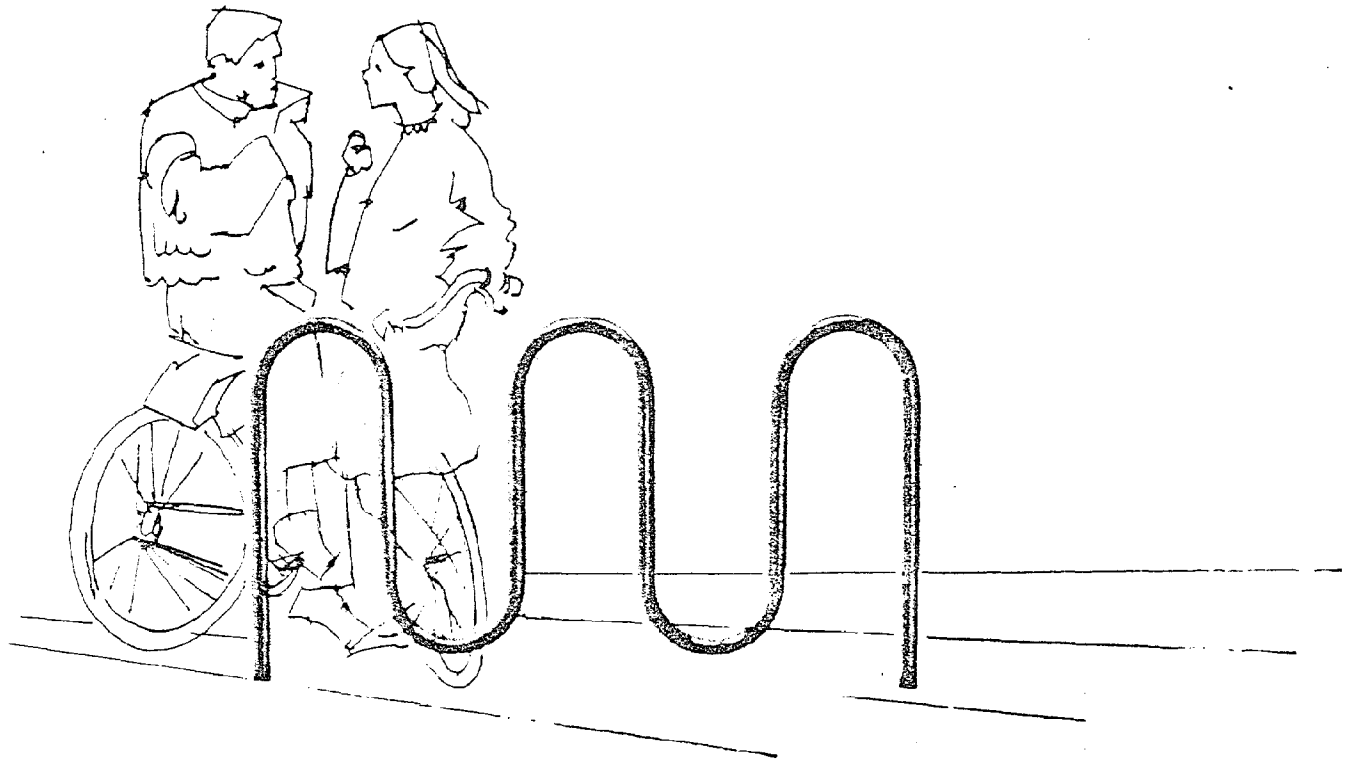
TRASH RECEPTACLES

**MACDONALD/YANICK
COLLABORATIVE**

Architects Landscape Architects Planners

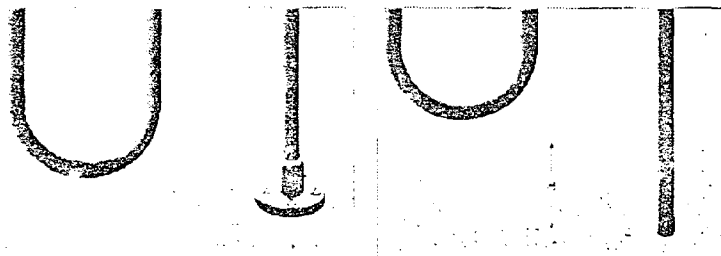
303 N. West Street, Suite 100
Portland, Oregon 97208
503.222.1111
303.222.1111
303.222.1111

ATTACHMENT G



Bike Rack
HUNTCO SUPPLY INC.
3601 N.W. Yeon
P O Box 10385
Portland, OR 97210

"Bromerton Green"



BICYCLE RACKS

MACDONALD/YANICK
COLLABORATIVE

Architects Landscape Architects Planners

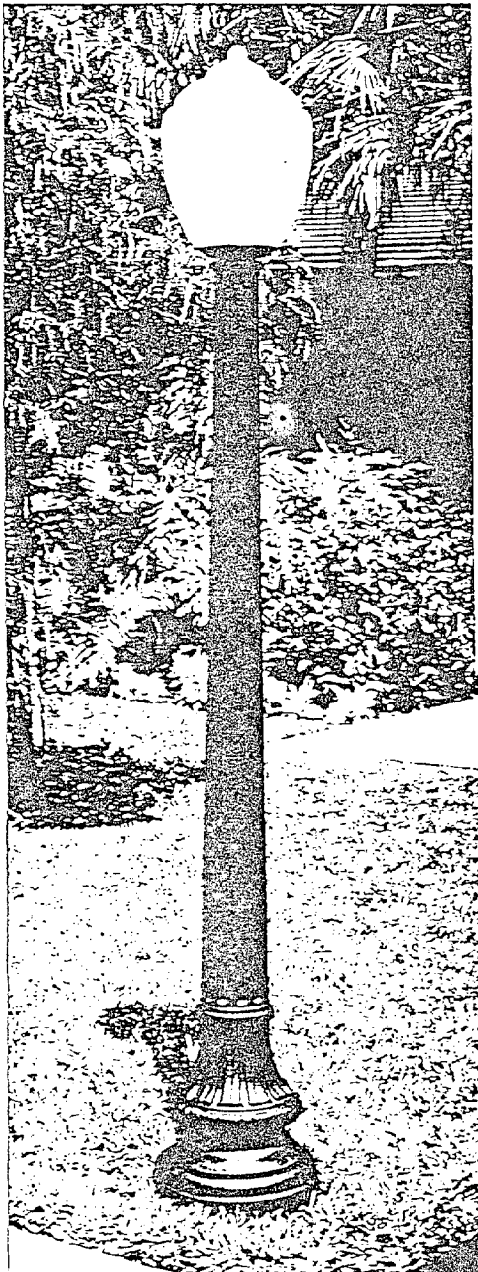
540 N.W. Third Avenue, Suite 105
Portland, Oregon 97208 Telephone 503 254-0255

881 Madison Ave. N.
Bellevue, WA 98005

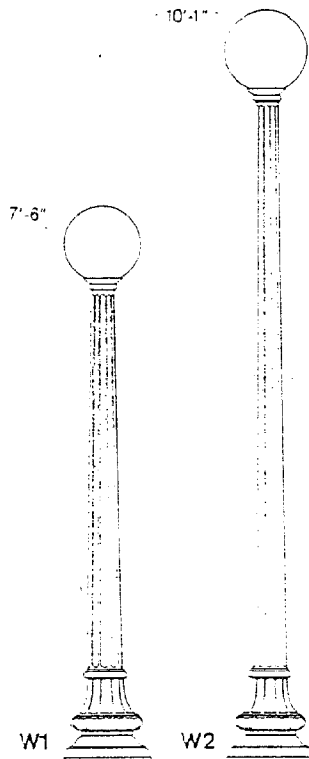
Washington Post Series

The Washington Post was designed around 1910 for street lighting in our nation's capital. The classic double fluted base and tapered shaft has become a standard American design. The Washington Post comes in post heights of 7' and 9' which when combined with our luminaires provide total heights of 7.5' to 12'. (See dimensional data section for exact scaling.)

Pictured below is the W9.

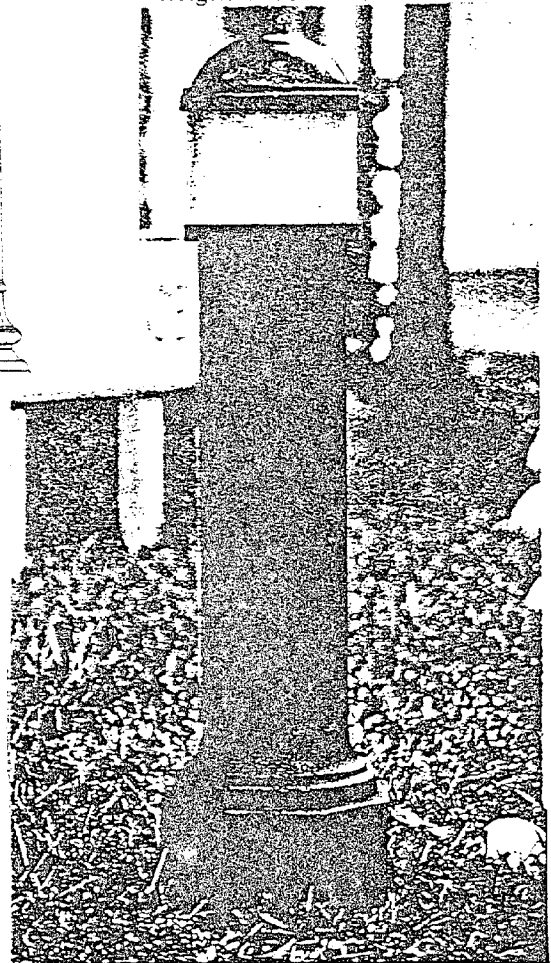
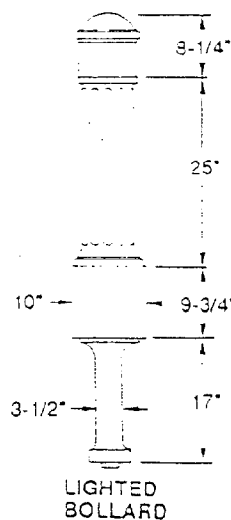


WASHINGTON SERIES



Bollard

The bollard is made of the same three part composite material as our polysteel lamp posts and includes a 17" burial extension for easy installation. The octagonal base allows for a variable total height of 35" to 43".



NEW ENGLAND SERIES

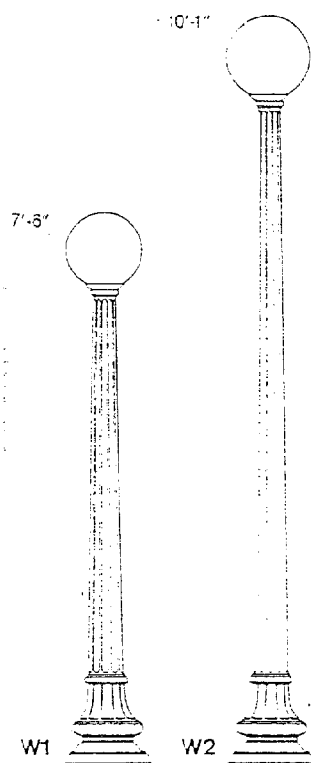
Washington Post Series

The Washington Post was designed around 1910 for street lighting in our nation's capital. The classic double fluted base and tapered shaft has become a standard American design. The Washington Post comes in post heights of 7' and 9' which when combined with our luminaires provide total heights of 7.5' to 12'. (See dimensional data section for exact scaling.)

Pictured below is the W9.

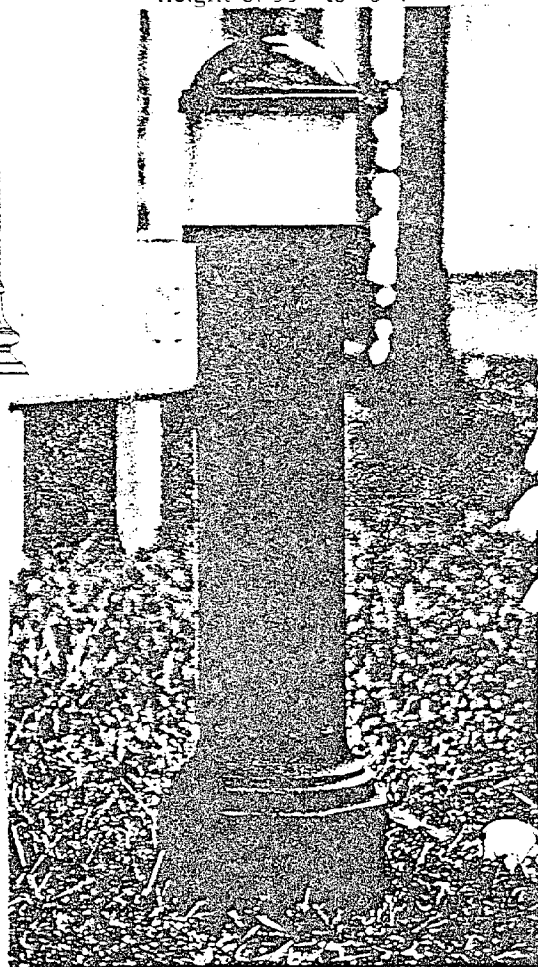
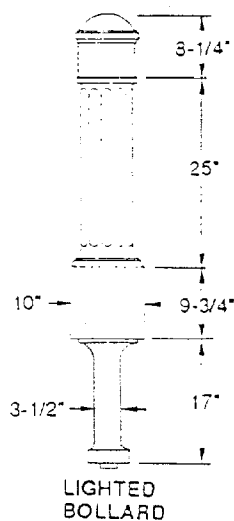


WASHINGTON SERIES



Bollard

The bollard is made of the same three part composite material as our polysteel lamp posts and includes a 17" burial extension for easy installation. The octagonal base allows for a variable total height of 35" to 43".

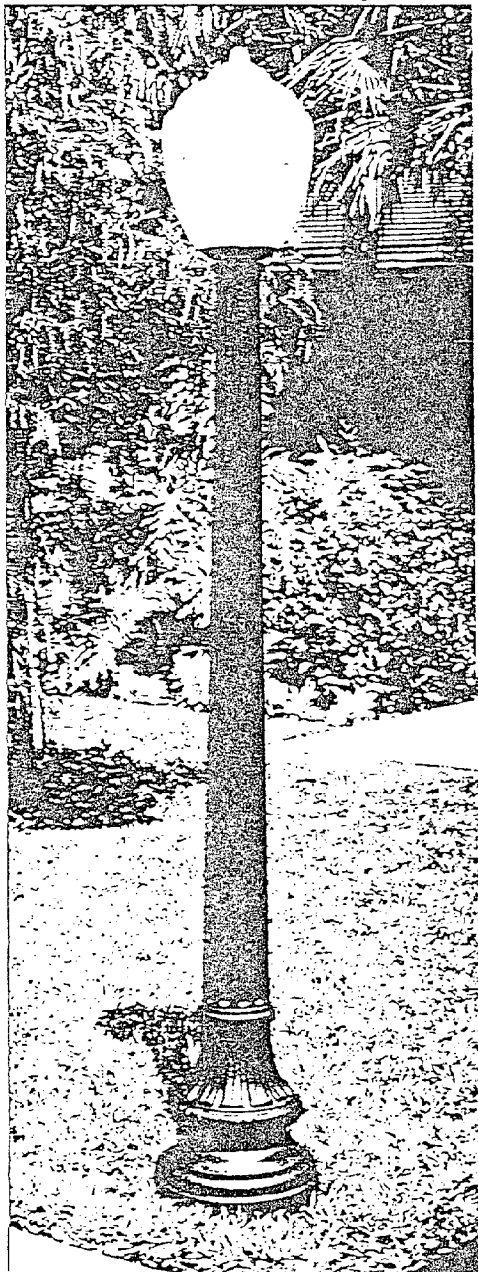


NEW ENGLAND SERIES

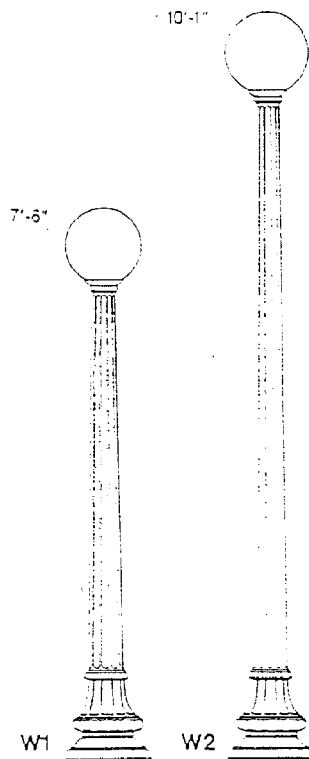
Washington Post Series

The Washington Post was designed around 1910 for street lighting in our nation's capital. The classic double fluted base and tapered shaft has become a standard American design. The Washington Post comes in post heights of 7' and 9' which when combined with our luminaires provide total heights of 7.5' to 12'. (See dimensional data section for exact scaling.)

Pictured below is the W9.

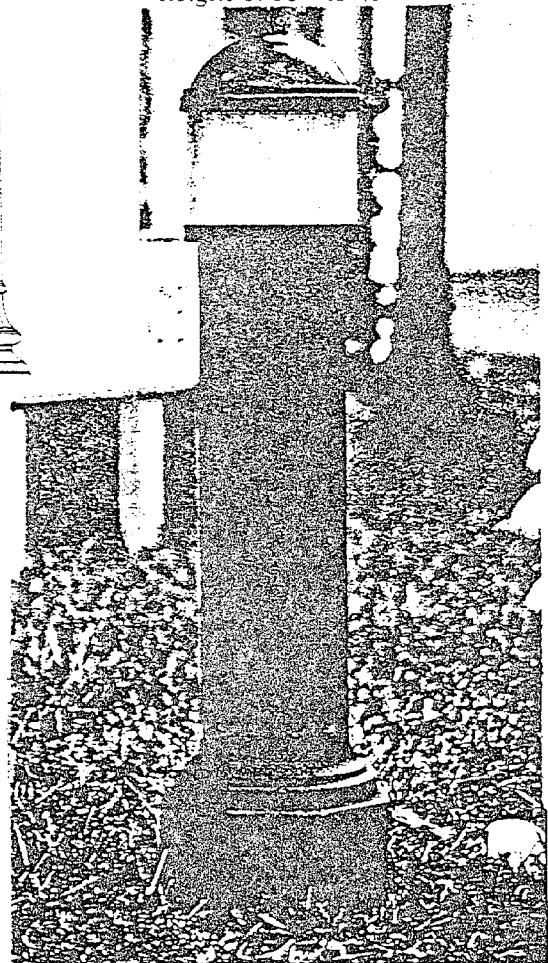
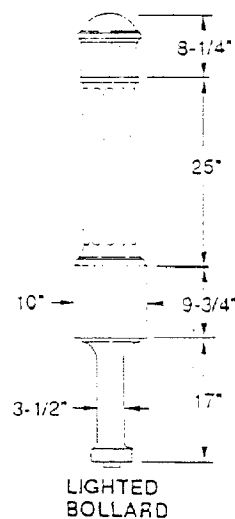


WASHINGTON SERIES



Bollard

The bollard is made of the same three part composite material as our polysteel lamp posts and includes a 17" burial extension for easy installation. The octagonal base allows for a variable total height of 35" to 43".



NEW ENGLAND SERIES

ATTACHMENT 1

CONGESTED AREA WITH
UTILITY POLES AND
RAILINGS WITH
NARROW SIDEWALK

WALKS GENERALLY
12 TO 13 FEET
WIDE ON WEST
SIDE OF STREET

CITY
HALL

BURWELL

SECOND

FIRST

FERRY
TERMINAL

SIXTH

FIFTH

FOURTH

PARKING
GARAGE
WASHINGTON
AVENUE

SIDEWALK WIDTH
VARIES FROM 8 TO 16
FEET NORTH OF FOURTH




NO SIDEWALKS ALONG
WATERFRONT. AREA
USED PRIMARILY FOR
COMMERCIAL PARKING.


60-2000

FIRST
STREET
DOCK

WATERFRONT ACCESS PLAN Segment

SIDEWALK & STREET LIGHT INVENTORY

- A  EXCELLENT - New or in generally new condition.
- B  NEEDS WORK - Broken, major cracks, missing pieces, or rough asphalt.
- C  POOR - Needs to be replaced. Severely broken or damaged. Potentially hazardous.

 LIGHTING - Approximate location of overhead street lights. (Not intended to show effective range of illumination).

ATTACHMENT I

SEGMENT A (Ferry Terminal to Sixth Street)

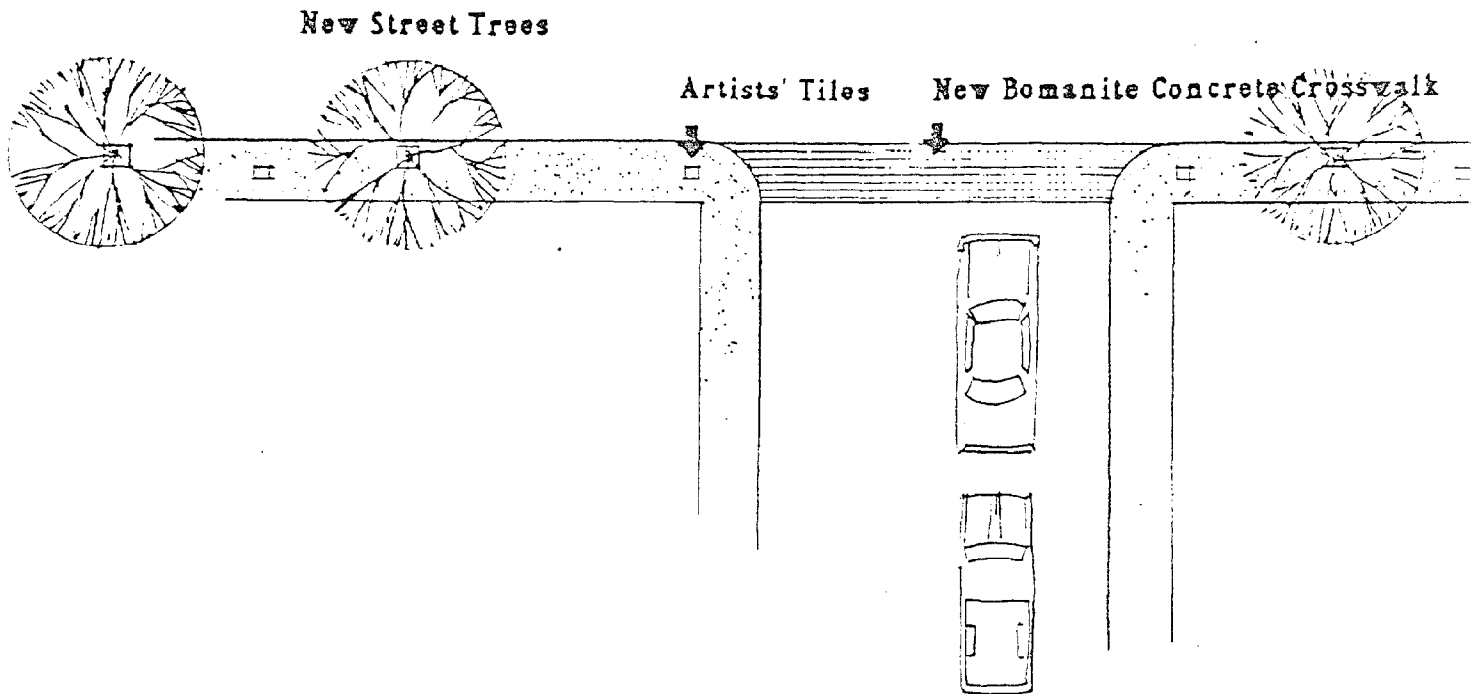
Existing sidewalks in this portion of the study area are wide and in generally excellent condition. Leading from the terminal area is a 12 ft. wide sidewalk along the north side of First Street to Washington Avenue.

Both sides of Washington have 12 foot wide sidewalks that are in excellent condition. In fact, this survey found all sidewalks along both sides of Washington to be in excellent condition north to Eleventh Place, although the widths varied considerably.

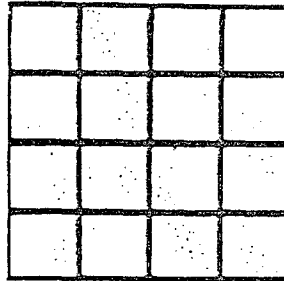
The only sidewalks that were in less than excellent condition were those on Second Street, east of Washington and leading toward the waterfront and public view platform. A fairly new section of five foot wide walk extends along the north side for a distance of about 100 feet from Washington. However, it then widens to eight feet but deteriorates to a Class "C" (Poor) sidewalk as it approaches the view platform. The eight foot wide walkways on the south side of Second Street also tend to deteriorate as they near the bottom of the hill. These sidewalks are fairly well used by ferry passengers and others and their importance will increase considerably as further development occurs along the waterfront.

Sidewalks along Washington Avenue from Second to Sixth Street are wide and in excellent condition. Widths range from 9'6" to 13 feet on the west side of Washington and 7 to 13 feet on the east side. The east side of Washington has several private parking lots, numerous driveways, and more private development than found on the west side. This has resulted in less continuity of sidewalk width on the east side. For example, sidewalks on the east side of Washington between Second and Fourth Streets begin with a seven foot width north of Second and expand to 13 feet between Burwell and Fourth, then to 16 feet for a short distance north of Fourth before narrowing again to eight feet.

Considering all factors, the ease and convenience of pedestrian travel through this segment of the study area is probably about the same on both sides of Washington Avenue. The sidewalks on the west side are more consistent in width but have slightly more difficult street crossings. The east side walks are more erratic in width and tend to have more physical obstructions and driveway access points. They also have a variety of views and aesthetic impacts, ranging from vacant overgrown lots, dusty parking lots and a mixture of old and new buildings, to potentially dramatic views of Sinclair Inlet and the green hills beyond.



6" x 6" Tile



Crosswalks to be installed at all intersections to identify direction of travel along the route. Width will vary depending on the nature of the intersection. Minimum width 5'.

Crosswalks
BOMANITE CORP.
81 Encina Ave.
Palo Alto, CA 94301

NEW CROSSWALKS

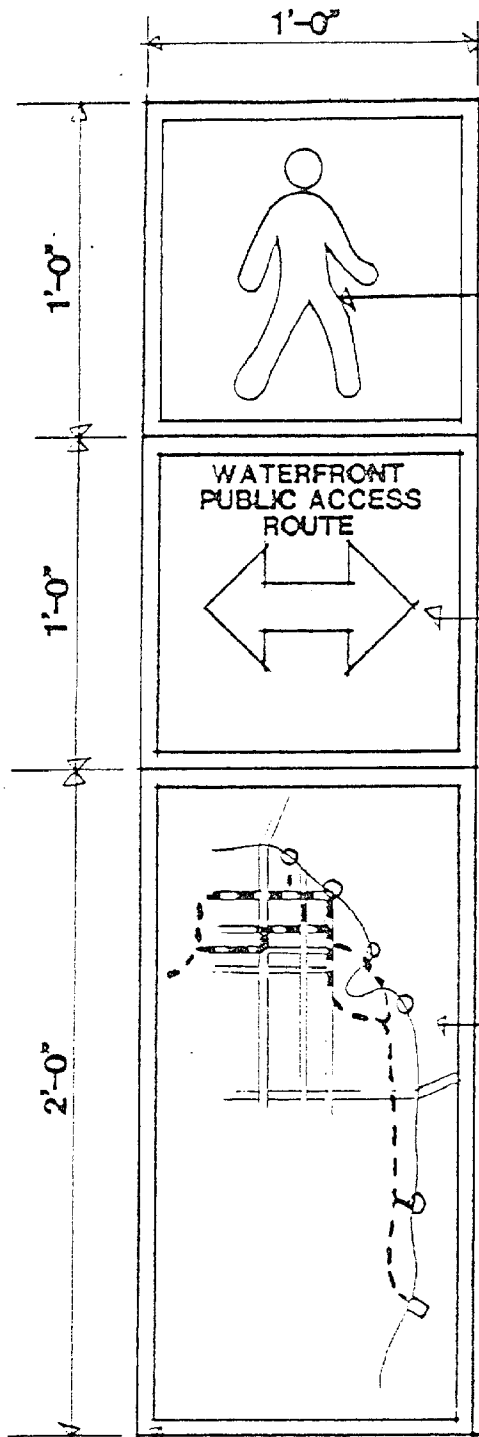
MACDONALD/YANICK
COLLABORATIVE

Architects Landscape Architects Planners

50 N.W. Third Avenue, Suite 105

Portland, Oregon 97209 Telephone 603 234-0235

541 Madison Ave. 2
Cambridge, MA 02139



Green figure on route markers

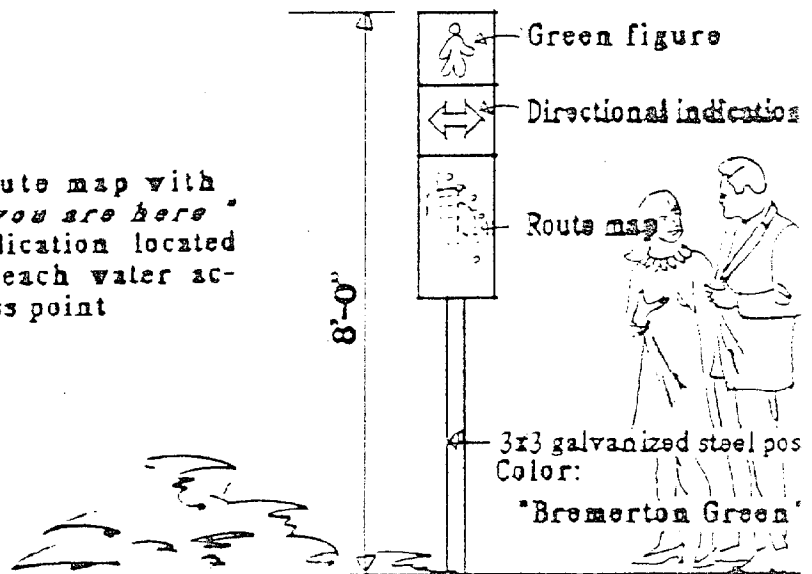
Directional indication

Route map with "you are here" indication located at each water access point

Green border, lettering and directional arrows



Public access logo at water access points



3x3 galvanized steel pos
Color:
"Bremerton Green"

Final Designs, graphic patterns & colors will be prepared by Graphic Consultant when project proceeds to Construction Phase.

ROUTE SIGNAGE

MACDONALD/YANICK
COLLABORATIVE

Architects Landscape Architects Planners

1000 W. Third Avenue, Suite 200

San Francisco, CA 94111

III.

DESIGN REVIEW PROGRAM

Purpose

Definitions

Design Review
Board (DRB)

Technical Assistance

Downtown Waterfront PROJECT REVIEW PROCESS

A number of development concepts should guide recommendations at the Bremerton central waterfront site. The concepts include:

- o Importance of creating a sense of place and uniqueness at the site that will enhance its ability to capture activity within the market areas it serves.*
- o Quality design and strong marketing programs will be necessary for development at the site.*
- o Necessity for integrated planning and cooperation among land owners and land use regulators.*

-- ERA Market Research Report

SUMMARY

Projects within the Downtown Waterfront Design Review Overlay District (DROD) are subject to the requirements of the Downtown Waterfront Urban Renewal Plan, including design review and provision of public art. Projects are also required to be consistent with the Bremerton Zoning Ordinance, and the Bremerton Shoreline Master Program where applicable.

This chapter describes the process for review of all new development proposals in the Design Review Overlay District. The main features of this process are:

- o A five-member Project Review Board (PRB)*
- o A streamlined "one-stop" permit process for all necessary permits.*
- o Simplified procedures for review of minor projects.*
- o An optional conceptual review process to expedite review of major projects.*
- o Consolidation of the Percent for Art obligation into the project review process.*
- o Appeal of Project Review Board decisions to the City Council.*

PURPOSE AND OBJECTIVES

The purpose and objectives of the Project Review Process are:

Purpose

Create a sense of place and uniqueness along the downtown waterfront through a public-private commitment to ensure the quality design of all new development.

Objectives

1. Institute a project review process that protects the public interest while respecting market forces and developer objectives.
2. Establish a Project Review Board that represents experienced design expertise and community values.
3. Provide for technical assistance to expedite the work of the Project Review Board.
4. Establish expeditious and predictable project review procedures that assist developers in meeting design guidelines.

DEFINITIONS

Arts Advisory Committee (AAC) - a board appointed to oversee the Art in Public Places Program.

Design Review Overlay District (DROD) - The Downtown Waterfront Design Review Overlay District. This zoning district consists of the Project Area and the Business Core Transition Area. [See Illustration 1, Chapter II.]

Director - The Director of Community Development or the Director's appointed representative.

Major Project - A project that does not meet the test for Minor Project.

Minor Project - A proposed development that is a minor improvement and will not significantly affect the character, use and development of surrounding properties.

Percent for Art Obligation - The requirement that all development in the Project Area allocate a percent of total construction costs for art. [See Chapter IV - Art in Public Places Program.]

Project Area - The Downtown Waterfront Urban Renewal Project Area.

Project Review Board or Board - The Downtown Waterfront Project Review Board.

PROJECT REVIEW REQUIREMENTS

General Requirements

1. Developmental Permits

- a. No building or other required permit shall be issued by the city for any regulated improvement within the Downtown Waterfront Design Review Overlay District except upon prior approval as provided herein.
- b. No significant changes shall be made in or to an architectural feature of any regulated improvement without the prior approval as provided herein.
- c. Deviations from an approved plan shall be permitted only upon the filing and approval of an amended plan. Minor deviations shall be processed as Minor Projects. Major deviations shall be processed as Major Projects.

2. Minor Projects

Projects shall be classified as minor when:

- a) The process for approval of any necessary Zoning or Shoreline permits does not require Planning Commission or City Council review; and
- b) The Director and the Project Review Board Chair find that the design proposal is a Minor Project as defined herein. Projects not meeting this test will be classified as Major Projects.

3. Bonds

The Director or the Board may require the developer to post a bond to the City in a reasonable amount to secure the installation and maintenance of landscaping, screens, parking lots, exterior lighting, walkways and other similar site improvements.

PROJECT REVIEW PROCEDURES

General Review Procedures

1. Summary of Project Review Process

A summary of the process for review of development proposals is contained in Attachment 2.

2. Preliminary Project Development Discussion

The applicant shall contact the Director of Community Development and invite staff to make a presentation regarding applicable requirements, including Design Review, Percent for Art, Shoreline, Zoning, and SEPA requirements.

3. Applications

- a. Applications for project approval shall be submitted along with any necessary fees to the Director of Community Development upon such forms and with such content as required by the Project Review Board. Requests for project review shall be signed by the applicant, and by the property owner if different.
- b. Applications for project approval shall be accompanied by:
 - 1) An estimated arts budget for the Percent For Art Obligation [See Chapter IV.];
 - 2) Environmental Checklist if required by the State Environmental Policy Act (SEPA).
 - 3) Shoreline Permit application if required by the Bremerton Shoreline Master Program.
 - 4) Special Use Permit and/or Variance application if required by the Bremerton Zoning Ordinance.
- c. The Director shall make a determination of whether a proposal is a Major or Minor Project within fourteen (14) days of receipt of application. [See Definitions.]

4. Coordination with Related Requirements

The applicant shall satisfy the following requirements prior to project approval:

- a. Issuance of a SEPA Declaration of Negative Significance (DNS) or a Final Environmental Impact Statement (FEIS).
- b. Approval of a Preliminary Art Plan/Budget Estimate.

Fast-Track Review Process

1. Review of project proposals in the DROD shall take precedence over review of proposals elsewhere in the city, with the exception of city projects with deadlines imposed by other jurisdictions.

2. The Director shall assign one staff facilitator to coordinate and track each project through the review process from the time of application to the completion of construction.
3. The facilitator shall work closely with the applicant and city departments to ensure that the application is processed in the shortest possible time consistent with the necessary level of review.

Review of Minor Project

A project which meets the criteria for a minor project shall be reviewed as follows:

1. The Director may approve, approve with conditions, or deny the design requested, according to the requirements for Site Plan Review in Chapter X, Section 6. of the Bremerton Zoning Ordinance (Attachment ____) except as may be specified otherwise herein.
2. The decision of the Director is final unless appealed to the Project Review Board within fourteen (14) calendar days of the date of the decision.

Review of Major Project

A project which meets the criteria for a major project shall be reviewed as follows:

1. **Conceptual Review (Optional)**
 - a. Applicants are encouraged to submit major projects to the Project Review Board for conceptual project review during the initial stage of design preparation.
 - b. When requested, the Board shall identify major design issues and suggest appropriate solutions.
2. **Preliminary Project Approval**
 - a. The Project Review Board shall act on all projects classified as Major within sixty (60) days of receipt thereof unless such time limitation is extended with the written consent of the applicant.
 - b. The Board shall conduct its review according to the process specified in Chapter X. of the Bremerton Zoning Ordinance: Section 6. Site Plan Review, and Section 8. Planning Commission Action, except as may be specified otherwise herein. [Attachment ____]
 - c. In no instance shall the Board's action conflict with the Urban Renewal Plan, Shoreline Master Program, Zoning Ordinance, building or other applicable city ordinances or with state or federal requirements.

- d. The Board shall issue its findings and conclusions in writing within fifteen (15) working days of the decision.
- e. The decision of the Board is final unless appealed to the City Council within fourteen (14) calendar days of the date of the decision.

3. Final Project Approval

Prior to issuance of a Certificate of Occupancy, the developer shall meet the following requirements:

- a. Preliminary Art Plan (If Applicable): Receive approval from the Arts Advisory Committee (AAC).
- b. Project Development Drawings: Receive approval from the Director for compliance with PRB requirements.
- c. Development Permits (If Applicable): Receive Shoreline, Corps of Engineers, and/or other necessary permits.
- d. Final Construction Drawings and Landscape Plan: Receive approval from the Director.
- e. Final Art Plan (If Applicable): Receive approval from the AAC.
- f. Building Permits: Receive approval from the Building Official.
- g. Art Trust Fund Payment: Make payment in full of the Percent-For-Art Obligation.
- h. Certificate of Occupancy: Receive approval from the Director for completion of all PRB and AAC requirements or post a bond guaranteeing completion if applicable.

PROJECT REVIEW BOARD (PRB)

Creation of Board

- 1. There is hereby created the Downtown Waterfront Project Review Board (PRB).
- 2. The objective of the Board is to review and approve, approve with conditions, or deny, development proposals in the Downtown Waterfront Design Review Overlay District for compliance with:
 - a. The Downtown Waterfront Urban Renewal Plan;

- b. The Downtown Waterfront Design Guidelines [Chapter II. of the Project Report]
- c. The Downtown Waterfront Art In Public Places Program [Chapter IV. of the Project Report.];
- d. The Bremerton Zoning Ordinance; and
- e. *The Bremerton Shoreline Master Program.*

[Note: this provision shall become effective upon amendment of the Bremerton Shoreline Master Program. Shoreline permits are now approved by the Director if no zoning permits are required, or by the City Council when zoning permits are required.]

Powers, Duties and Functions

- 1. The Board shall have the powers, duties and functions as provided in this chapter.
- 2. Miscellaneous Duties:
 - a. The Board may assist any person, group or agency who requests design advice on matters not requiring formal Board action.
 - b. The Board shall consult and cooperate with the Arts Advisory Committee, Planning Commission, Parks and Recreation board and other municipal boards.
 - c. The Board may offer recommendations to the appropriate City agencies and officials on legislation to promote aesthetic and environmental values.

Membership

1. Number of Members

The Board shall consist of five (5) members and up to five (5) alternate members:

- a. **Regular Members:** Three (3) regular members.
- b. **Ex-officio Members:**
 - 1) One (1) member of the City Planning Commission; and
 - 2) One (1) member of the Arts Advisory Committee.
- c. **Alternate Members:** Up to five (5) alternate members shall serve in the absence of a regular member or in the event of a conflict of interest by a regular member on a specific project.

2. Appointment

Regular members and alternate members of the Development Commission shall be appointed by the Mayor, subject to confirmation by the City Council.

3. Qualifications

- a. Insofar as practicable members and alternate shall be knowledgeable in matters of design and aesthetic judgement by virtue of training, education, and/or experience and who possess qualities of impartiality and broad judgement.
- b. City residency is preferred, but not required; provided, however, a majority of the members shall be city residents. Non-residents may be appointed if they offer expertise or experience not otherwise available to the city.

4. Terms of Office

- a. Terms shall be for four (4) years; provided, the initial appointment of members shall be for the following terms: one (1) member for two (2) years, two (2) members for three (3) years; and two (2) members for four (4) years.
- b. Alternate members shall serve a term of two (2) years.
- c. No member shall serve more than two (2) consecutive terms.
- d. A person appointed to fill a vacancy shall serve for the remainder of the unexpired term, and may be appointed for two (2) additional consecutive terms.
- e. Terms shall expire the first day of June of each year.

7. Removal

- a. Members of the Commission may be removed by the Mayor, with the concurrence of the City Council following a public hearing, for neglect of duty, conflict of interest, malfeasance in office, or other just cause, or for unexcused absence from more than three (3) consecutive regular meetings. The decision of the City Council shall be final and there shall be no appeal therefrom.
- b. Members finding themselves unable to attend most regular meetings are expected to tender their resignations.

7. Vacancies in Unexpired Terms

Vacancies occurring other than through the expiration of terms shall be filled for the unexpired terms in the same manner as for appointments as provided above.

Meetings

1. Officers

- a. The Board shall organize and elect from its members a Chair, a Vice-Chair, and such other officers as may be determined by the Board.
- b. It shall be the duty of the Chair to preside at all meetings.
- c. The Vice-Chair shall preside at meetings in the absence of the Chair.

2. Meeting Schedule - Notice

- a. The Board shall determine a regular meeting schedule (time, place and frequency), as necessary, but shall meet no less frequently than once a quarter; Provided: that the board shall meet no less than once a month when applications or requests for review are pending.
- b. All meetings shall be open to the public, but no special notice need be given other than as required for public hearings on project applications.

3. Minutes

The board shall keep minutes of its proceedings, which shall be a public record.

4. Voting

- a. The decisions of the Board shall be made by a majority vote of the quorum present at the time of the decision.
- b. A majority of the appointed and qualified members shall constitute a quorum for the transaction of business provided at least three (3) shall be required to constitute a quorum.
- c. Action may be taken by a majority of those present when these constitute a quorum at any regular or special meeting of the board.
- d. Any number less than a quorum shall be authorized to convene at the set time and to adjourn, recess or continue a regular or special meeting to a certain date and time.

5. Rules

The Board shall adopt such other rules of procedure as are necessary for the conduct of its business.

TECHNICAL ASSISTANCE

1. The Director of Community Development shall be responsible for the general administration of the Board, and may request staff services from other city departments.
2. The Director shall be responsible for all records, including preparation of the Board's minutes.

Attachment 1

DESIGN REVIEW PROVISIONS
Downtown Waterfront Urban Renewal Plan

The Downtown Waterfront Urban Renewal Plan provides for design review of project proposals by a Project Review Board as follows:

- a. The City shall establish a project Project Review Board (PRB) to review development proposals for consistency with the Goals and Objectives of the Project.
- b. The PRB shall consist of five persons. The Mayor shall appoint, and the City Council shall confirm, members who are knowledgeable in matters of land use, design and aesthetic judgement by virtue of training, education and/or experience.
- c. It shall be the duty of the Board to:
 - 1) Review and approve plans, designs and proposals for rehabilitation and redevelopment;
 - 2) Assist in the selection of rehabilitation and redevelopment proposals for properties acquired by the City;
 - 3) Grant exceptions to height limits, setbacks and view corridor requirements as provided in Chapter III. Sections 2.F.1.f. (CRT Special Controls) and 2.G.11.c. (View Corridors).
- d. A decision of the PRB may be appealed to the City Council.
- e. The PRB shall prepare Bylaws, Review Procedures, and Design Criteria, and such other rules of procedure as it shall deem necessary to carry out its duties, subject to approval of the City Council.
- f. Until such time as the PRB is functional, Design Review shall be conducted by the Director of Community Development. . .
- g. The PRB shall be disbanded five (5) years from the date of the ordinance forming the PRB, unless reinstituted by the City Council.

-- Chapter III.2.A.1.

Attachment 2
PROJECT REVIEW PROCESS
Downtown Waterfront Design Review Overlay Area

<u>PROJECT REVIEW (PR)</u>	<u>SEPA</u>	<u>SHORELINE PERMIT (SP)</u>
<u>Preliminary Project Development Discussion</u> - Applicant requests staff presentation - Submits sketch map/plan - DCD issues written comments	<u>SEPA Applicability</u> - DCD determines whether project is exempt	<u>SP Applicability</u> - DCD determines if SMP is required
<u>PRB Conceptual Review (Optional)</u> - Applicant requests initial review - Submits concept map		
<u>PRB Project Application</u> - Applicant submits PR application form - Submits preliminary project & landscape plans	<u>SEPA Checklist (if not exempt)</u> - Applicant submits Environmental Checklist	<u>SP Application (if applicable)</u> - Applicant submits SP application form
<u>Public Notice Per Zoning Ordinance</u>	<u>Public Notice per SEPA</u>	<u>Public Notice per SMP</u>
<u>City Review</u> - City Depts. review and comment	<u>City Review</u> - City Depts. review and comment	<u>City Review</u> - City Depts. review and comment
[DO NOT PROCEED UNTIL SEPA ACTION IS COMPLETE]	<u>SEPA Dec. Issued</u> - DCD issues DNS or DS - DCD publishes Notice of Determ. <u>If DNS</u> - 15 day comment period - DCD final decision [SEPA ACTION COMPLETE] <u>If DS: Do EIS</u> - Scoping Notice - DEIS - Comment Period - FEIS - 7 day wait [SEPA ACTION COMPLETE]	[DO NOT PROCEED UNTIL SEPA ACTION IS COMPLETE] [SEPA COMPLETE - OK TO PROCEED]

PROJECT REVIEW
(Cont.)

SEPA (Cont.)

SP PERMIT (Cont.)

Minor Project

- DCD issues written decision
- DCD mails Notice
- 10 day comment period
- Decision final unless appealed to DRB within 14 days

Major Project - AAC
Preliminary Art Plan
Approval

- AAC meeting
- AAC written decision forwarded to PRB

Major Project - PRB Project
Approval

- DRB meeting
- DRB written decision
- Decision final unless appealed w/i 14 days

Major Project - AAC Final
Art Plan Approval (if
applicable)

- AAC meeting
- AAC written decision

[PROJECT REVIEW
COMPLETE -
CONSTRUCTION PERMITS
CAN BE ISSUED UPON
ISSUANCE OF SHORELINE
PERMITS IF APPLICABLE]

Administrative Decision

- DCD issues written decision
- Files Permit decision with DOE

DOE Minor Project Review

- DCD files Permit with DOE
- 30 day review
- Decision final unless appealed w/i 30 days
- DCD issues Permit

Major Project - PRB
Shoreline Permit Approval

- PRB public hearing
- PRB issues written decision
- DCD files decision with DOE

DOE Review

- 30 day review
- Substantial Dev. Permit - Decision final unless appealed
- CUP/Variance - DOE approves/denies
- Decision final unless appealed
- DCD issues Permit

[BUILDING PERMIT CAN BE
ISSUED UPON1 APPROVAL
OF FINAL ART PLAN BY
AAB]

Attachment 3

PROJECT REVIEW PROCESS

Chapter X - Section 6. Site Plan Review
Bremerton Zoning Ordinance

Major and Minor Projects are required to comply with the following requirements:

Section 6: SITE PLAN REVIEW

A. Introduction

This Section establishes a process for reviewing site plans when required by other provisions of this Ordinance.

B. Criteria for Site Plan Review

The Director of Community Development shall approve a site plan unless the Director makes one or more of the following findings with respect to the proposed development:

1. The bulk, height, location, or placement of structures or the intensity of uses of the proposal would:
 - a. Be detrimental to other development in the neighborhood;
 - b. Result in loss or damage to unique natural or topographic features of the site that are important to the quality of life in the City.
2. The provisions for vehicular and pedestrian circulation and parking on the site and on adjacent streets would:
 - a. Create hazards to public safety;
 - b. Result in serious loss of natural or topographic features.
3. The landscaping provisions do not adequately protect neighboring properties from the development.
4. The site plan fails to provide for soil and drainage problems that will be caused by the development.
5. The provisions of exterior lighting are inadequate or will adversely impact adjacent properties.

6. The applicant has not set forth a reasonable plan for the private care and maintenance of open spaces provided on the site.
7. The proposed development will impose an undue burden upon public services such as sewer, water and streets.

C. Procedures for Site Plan Review

The City will review and decide upon an application for Site Plan Review according to the procedures in Section 8 of this Chapter. In addition the following apply:

1. Applicability

Except as otherwise stated in this Section, or elsewhere in the Zoning Ordinance, the provisions of this Chapter shall apply to all land use and development proposals involving residential structures of three or more dwelling units and all non-residential uses and structures. The applicant for Site Plan Review may be the affected property owner or the owner's agent.

2. Site Plan Requirements

An application for Site Plan Review shall contain all of the following, except that the Director of Community Development may adjust or delete specific requirements, as reasonable, to best adapt the Site Plan to the proposed development and its location:

- a. Site Plan. A site plan drawn to scale, containing the following information:
 - (1) Location, size, bulk, height, number of stories and use of all structures and areas, existing and proposed.
 - (2) Location of entrances and exits, off-street parking, and loading zones; the location of each parking space and loading space;
 - (3) Layout of all existing and proposed rights-of-way driveways, internal roads, pedestrian walks, landscaped areas, fences, signs, and fire hydrants;
 - (4) Existing and proposed utility systems and drainage structures and easements;
 - (5) Other information, data or features necessary to understand the nature and scope of the proposal and its impact on surrounding people, property and uses.

b. Parking Plan

If the parking plan is included with building plans and meets the criteria set forth below, then a separate parking plan need not be required. The plan shall include:

- (1) Delineation of individual parking spaces and circulation areas with dimensions and overall layout;
- (2) Access to street from the property to be served and a north directional arrow;
- (3) Curb cuts with distance to nearest corners noted;
- (4) Grading, drainage and surfacing details through graphic representations of pre-development and post-development contour intervals of no less than two (2) feet and no more than five (5) feet.

c. Vicinity Map

A vicinity map showing both the subject property and all other properties and structures within a two hundred fifty (250) foot radius of each corner of the property.

d. Calculations Indicating

- (1) Size of site (net and gross, in square feet);
- (2) Total square footage of structures, parking areas, landscaping and open space;
- (3) Density (net and gross)

e. Elevation and/or perspective drawings of project structures and improvements.

f. A landscape plan drawn to scale showing the location of existing significant trees and other vegetation to be planted on the site, and the design of the landscaped area.

g. Identification of parties responsible for the continued maintenance of open space.

h. The specific nature of any agreements, covenants, or other provisions which govern the proposal.

i. A written explanation of the proposal, which shall include:

- (1) A discussion of why the proposal is compatible with its surrounding;
- (2) The potential impacts of the proposal upon surrounding people, property, uses and public amenities, and proposed measures or conditions which will mitigate any negative impacts;
- (3) A time table for development, including staging sequences if applicable.

l. Signatures, mailing addresses and phone numbers of all owners of record of the subject property.

m. The department may waive one or more requirements when it is obvious from the scope and nature of the proposal that the information obtained through the required item would not be significant, relevant or helpful to an informed decision.

3. Decision on Application

Site Plans may be approved, approved subject to conditions, or rejected by the Director of Community Development. Any conditions imposed by the Director shall serve to ensure the compatibility of an Approved Site Plan with the surrounding area. The decision of the Director may be appealed to the Planning Commission by any interested party according to the procedures in Section 9 of this Chapter.

4. Applicant Response to Decision

The applicant may respond to the Director's decision in one of the following ways:

- a. The applicant may accept any conditions of an Approved Site Plan, or the recommended modification.
- b. The applicant may negotiate any conditions or modifications with the Director; or
- c. The applicant may appeal the conditional approval or rejection to the Planning Commission according to Section 9 of this Chapter.

5. Recording of Decision

An approved site plan and any conditions shall be recorded by the City with the Kitsap County Auditor.

6. Time Limits of Site Plan Approval

- a. If construction work is not begun within one (1) year of the grant of a building permit for the approved project, the Site Plan Approval shall become void.
- b. The Director of Community Development may grant one (1) six (6) month extension in writing to the one (1) year period upon good cause shown, provided applicant applies in writing for such extension prior to the expiration date.

7. Revocation of Site Plan Approval

The Planning Commission may revoke a Site Plan Approval according to the provisions of Chapter XI or this Ordinance.

8. Compliance Required

No person shall violate or fail to comply with the provisions of this Section or any Approved Site Plan or any conditions thereof, nor shall a building permit be valid for any structure which would violate or fail to comply with any Approved Site Plan for the parcel(s) on which such structure is to be located.

Attachment 4

REVIEW PROCESS FOR MAJOR PROJECT

Chapter X. - Section 8. Planning Commission Action
Bremerton Zoning Ordinance

The Project Review Board is required to conduct its review according to the following requirements:

Section 8: GENERAL PROCESSING PROCEDURES

A. Introduction

This Section establishes procedures for processing applications for certain developments, activities, or uses described in various parts of this Ordinance.

B. General Provisions

1. Burden of Proof

The applicant has the responsibility of convincing the City that, under the provisions of this Chapter, the applicant is entitled to the requested decision.

2. Location of Decision

Approval of an application applies only to the property for which it has been approved and may not be transferred to any other property.

3. Time Limits of Decision

An application cannot be resubmitted to the City within one (1) year of the date of denial.

C. Application

1. Filing an Application. The applicant shall file the following information with the Planning Department:

a. A completed application on forms provided by the Department of Community Development, including: A legal description of the property; names, mailing address and phone numbers of all owners of the subject property; and supporting affidavits.

- b. Notification list obtained from a title company, County Courthouse, or other source of current property ownership records, containing the names and addresses of the owners of all property within three hundred (300) feet of any boundary of the subject property. These addresses shall be typed on address labels. (Exception: PUD requirements are specified in Chapter VI).
- c. A vicinity map showing the site location;
- d. When applicable: A site plan and any other documents required by Section 6 of this Chapter;
- e. An Environmental Checklist, Environmental Impact Statement, or any other document required by the State Environmental Policy Act (SEPA);
- f. Any additional information or material that the Department of Community Development determines is reasonably necessary for a decision on the application. A survey of the property in question may be required if questions concerning property lines, location of buildings, etc, arise;
- g. Application fee, to be determined by City.

2. Processing an Application

- a. Agency Review. The Department of Community Development shall distribute the application to appropriate agencies for review and comment.
- b. Official File. The Department shall compile an Official File containing all information and materials relevant to consideration of the proposal. The file is a public record, and shall be available for inspection at the Planning Department.
- c. Staff Report. For applications requiring Planning Commission and/or City Council action: The Department shall prepare a Staff Report containing an analysis of the proposal, including applicable comments received from other agencies and other relevant information. The report may contain proposed findings of fact, conclusions and recommended conditions of approval.

3. Scheduling a Public Hearing

The Department of Community Development shall schedule the date and time for applications to be heard before the Planning Commission and City Council.

D. Notice of Public Hearing

1. Contents of Notice

For each application requiring a public hearing, the City shall prepare a notice containing the following:

- a. The name of the applicant and, if applicable, the project name;
- b. A general description or map of the location of the subject property;
- c. A general description of the application proposal;
- d. The date, time, and place of the public hearings;
- e. A statement of the availability of the official file;
- f. A statement of the right of any person to submit oral or written comments at the public hearing.

2. Distribution of Notice

The City shall distribute this notice at least ten (10) calendar days before the date of the public hearing as follows:

- a. A copy of the notice will be sent to the applicant(s), and to any other owners of the subject property; and
- b. A copy of the notice, including a vicinity map, will be sent to the owners of all property within a (300) foot radius of any boundary of the subject property, except for PUD applications. Refer to Chapter VI;
- c. A copy of the notice will be published in the official newspaper of the City;
- d. At least one copy of the notice will be conspicuously posted on or near the subject property;
- e. A copy of the notice will be posted on an official notification board of the City.

3. Liability

Substantial compliance with this Section shall relieve the City of any liability for failure to comply with these notice requirements.

E. Administrative Action

When an application requires action by the Director of Community Development, the following shall apply:

1. Notice

For each application requiring an administrative decision, the Planning Division shall prepare a notice containing the following;

- a. The name of the applicant and, if applicable, the project name;
- b. A general description or map of the location of the subject property;
- c. A general description of the application proposal;
- d. A statement of the availability of the official file;
- e. A statement of the right of any person to submit written comments within a comment period which shall be stated on the notice.

2. Distribution of Notice

The notice shall be sent to property owners who may be affected by this action.

3. Written Comments

The Director of Community Development shall establish a comment period within which written comments will be accepted. This comment period shall be a minimum of seven (7) working days from the mailing of the notices.

4. Director's Decision

Within ten (10) working days after the deadline for submitting comments, the Director shall issue a written decision containing the following:

- a. The facts presented to the Director that support the decision;
- b. The Director's conclusions based on those facts;
- c. The decision including any conditions and restrictions that are imposed.

5. Issuance of Decisions

Within five (5) working days of the decision, the Director shall mail a copy of the decision to the applicant.

6. Effect of Decision

The decision of the Director is final unless appealed to the Planning Commission according to the provisions of Section 9 of this Chapter.

F. Planning Commission Action

When an application requires action by the Planning Commission, the following shall apply:

1. Hearing and Voting Procedures

A hearing before the Planning Commission shall be conducted in conformance with the Commission's By-Laws.

2. Findings and Conclusions

The Commission shall make its decision by adoption of Findings and Conclusions, which may contain some or all of the following:

- a. The facts presented and accepted by the Commission that support its decision; and
- b. The Commission's conclusions based on those facts; and
- c. Any conditions and restrictions that the Commission determines are necessary to eliminate or minimize any perceived undesirable effects of granting the application.

3. Issuance of Decision

The Commission shall issue its findings and conclusions in writing, and transmit it to the City Council when applicable with fifteen (15) working days after the final hearing on an application, as follows:

- a. A copy shall be sent to the applicant.
- b. A copy shall be placed in the official file for public inspection.

4. Effect of Decision

Unless otherwise provided in this Ordinance, the decision of the Planning Commission is final unless appealed to the City Council according to the provisions of Section 9 of this Chapter.

G. City Council Action

When an application requires a decision by the City Council, the following shall apply:

1. General

The City Council shall consider the application at a scheduled meeting within sixty (60) working days of the date on which the Planning Commission makes its recommendation on the proposal. This time period may be extended by mutual agreement of all parties.

2. Hearing and Voting Procedures

A hearing before the City Council shall be conducted in conformance with the Council's adopted rules of procedure.

3. Motion

The Council shall include in its motion:

- a. A statement of the facts presented to the Council that support the decision; and
- b. The Council's conclusions based on those facts; and
- c. The City Council shall include in the ordinance or resolution granting the application any conditions and restrictions they determine are necessary to eliminate or minimize any undesirable effects of granting the application. Any conditions and restrictions that are imposed become part of the decision.

4. Effect of Decision

The decision of the City Council is the final decision of the City, subject to appeal according to the provisions of Section 9 of this Chapter.

Section 9: APPEALS

A. Finality of Decision

1. Effective Date of Decision

A decision by the Planning Commission or the Director of Community Development shall become final, unless a Request for Review is filed, within fourteen (14) calendar days of the date of the decision.

Attachment 5

STEPS NECESSARY TO IMPLEMENT PROJECT REVIEW PROCESS
Downtown Waterfront Design Review Overlay District (DROD)

The following is a checklist of steps that need to be taken to gear up for the new Downtown Waterfront Project Review process.

- ___ Appoint Project Review Board (PRB).
- ___ Develop Project Review Board Rules of Procedure.
- ___ Develop new application application packet containing application forms and explanatory material.
- ___ Establish streamlined procedures for routing and tracking of applications.
- ___ Develop records automation system.
- ___ Assign staff to process permits in DROD.
- ___ Establish application fees.

IV.

ART IN PUBLIC PLACES PROGRAM

Summary

Definitions

Development Requirements

Arts Trust Fund

Arts Advisory Committee
(AAC)

Arts Plan

ART IN PUBLIC PLACES PROGRAM

Public artworks are important to the economic vitality of cities, making them more attractive places to live, work and visit.

- Arts Task Force

National Conference of State Legislatures

SUMMARY

All development and redevelopment projects shall include public art, subject to approval by the Design Review Board.

- Downtown Waterfront Urban Renewal Plan

Art has the power to transform daily experience. Public art has the power to revitalize a community, both psychologically and economically.

Cultural opportunities are now one of the main "quality of life" features considered by businesses seeking to relocate.

"Art" might mean a sculpture that serves as a focal point of a plaza. "Art" might mean a cluster of musicians performing in the park during the lunch hour. "Art" might mean a series of artfully designed walkways, benches and special lighting effects along the shore.

Whatever its form, public art will give the downtown waterfront a healthy, vibrant sense of place that will contribute to its prestige and identity.

The Downtown Waterfront Urban Renewal Plan establishes the City's commitment to creation of a quality place and high amenity atmosphere along the downtown waterfront. The inclusion of public art is a key to realization of this goal.

This chapter describes the Art in Public Places Program that will guide the provision of public art within the Downtown Waterfront Project Area.

Highlights

The main features of the Art Program include:

- o Arts Trust Fund
A special fund is established to provide public art within the Project Area.
- o Percent-for-Art Obligation
All public and private development projects in the Downtown Waterfront Project Area must provide on-site or off-site public art and/or contribute a percent of construction costs to the Arts Trust Fund.
- o Arts Advisory Committee (AAC)
A 5-member Arts Advisory Board oversees selection and implementation of art projects.
- o Public Arts Plan
An arts master plan will be developed to identify and prioritize desired art projects for the Project Area.
- o Art Program Expansion Option
Provision is made to enlarge the scope of the program to include additional areas or the entire city at some future time.

PURPOSE AND OBJECTIVES

The purpose and objectives of the Art in Public Places Program are:

Purpose

Promote the redevelopment of the downtown waterfront through the support and creation of a variety of public artworks, facilities and programs.

Objectives

1. Improve the aesthetic nature, the charm, and the quality of life in the downtown waterfront area so as to be a source of pride to all City residents.
2. Promote the economic vitality of the downtown waterfront area.
3. Encourage a variety of art forms of the highest quality in the downtown waterfront area.
4. Encourage the location of cultural facilities and events, art galleries, artist studios, and artist live/work spaces in and near the downtown waterfront area.
5. Support artist participation on design teams for planning projects on the downtown waterfront.
6. Provide an environment that encourages working artists and works of artists.
7. Develop a public arts program capable of expanding to a city-wide program over time.

DEFINITIONS

Art or Artwork - All original creations, including but not limited to performing, literary, media and visual compositions, creations or naturally occurring forms. The term "art" is construed to have the broadest interpretation.

Art in Public Places - Temporary and permanent art objects and events and artist participation in the design of public spaces.

Art Program - The Art in Public Places Program.

Art Project - On-site or off-site artwork or cultural facilities provided by a developer as part of a construction project Percent-For-Art obligation.

Arts Advisory Committee or AAC - The committee appointed to oversee the Art in Public Places Program.

Construction Costs - The total value of all construction work for which the building permit is issued, as well as the total value of all finish work, painting, roofing, electrical, plumbing, heating, air conditioning, elevators, fire-extinguishing systems and any other permanent equipment, including labor costs.

Construction Project - Any public or private project to construct or remodel any building, structure, park, utility, street, sidewalk, or parking facility, or any portion thereof.

Cultural Facility - Space for display, production, or presentation of the arts, including gallery/exhibition space, performance spaces, artist studios, artist live/work spaces, etc.

Cultural Programming - Performance arts (e.g. theatre, dance, music); literary arts (e.g. poetry readings, story telling); media arts (e.g. film and video screenings and installations); education (e.g. lectures and presentations about art); and special events (e.g. parades, festivals and celebrations featuring art). Cultural programming may include artist-in-residence programs if the "product" of the program involves or is available to the public. It does not include events which are basically commercial in nature or amateur productions.

Developer - The party legally responsible for undertaking a construction project subject to this program.

Downtown Waterfront Arts Trust Fund or Arts Fund - A special purpose interest-bearing City fund into which shall be deposited all art funding authorized by this program together with other monies as the City Council shall authorize for the arts.

Downtown Waterfront Public Arts Plan or Public Arts Plan - A plan prepared by the AAC and adopted by the City Council to guide the acquisition, location, maintenance, and programming of public art and cultural facilities in the Project Area.

Percent-for-Art Obligation - A program requiring developers to allocate a certain percent of construction costs to provide for on-site and/or off-site art.

Percent-for-Art Plan - A plan specifying how the developer proposes to comply with the Percent-for-Art Obligation.

Project Area - The Downtown Waterfront Urban Renewal Project Area.

Signature Art Project - An off-site art project provided by a developer to satisfy the Percent-for-Art obligation. The developer's name is allowed to be associated with the project.

PERCENT-FOR-ART OBLIGATION

Budget

1. Two Percent Obligation

All development projects within the Project Area shall have a Percent-for-Art obligation. To meet this obligation the developer shall deposit at least two percent (2.0 %) of construction costs into the Downtown Waterfront Arts Trust Fund as specified below.

2. Developer Options

The developer shall select one of the following options to fulfill the Percent-for-Art obligation:

a. On-Site Art Project

- 1) A minimum of thirty percent (30%) of the total Percent-For-Art obligation shall be deposited into the Arts Trust Fund; and
- 2) The balance of the total obligation (up to 60 %) shall be earmarked for on-site artwork or cultural facilities.

b. Off-Site Signature Art Project

The total Percent-For-Art obligation shall be earmarked for off-site artwork or cultural facilities.

c. Non-Project Arts Trust Fund Deposit

In lieu of a developing a Signature Art Project, a cash contribution to the Arts Trust Fund of least seventy-five percent (75 %) of the total Percent-For-Art obligation (1.5 % of the construction cost) shall be accepted as the full Percent-for-Art obligation.

Eligible Costs

Eligible expenses for a Percent-for-Art project are:

1. Artworks created by artists.
2. Structures which enable the display, presentation or performance of artwork.

3. Appropriate plaques or signs to identify the artwork or structure.
4. Artists' budgets for projects, including:
 - a. Professional fees, labor of assistants, materials, contracted services, and other expenses of producing and installing, presenting or performing the artwork.
 - b. Required construction fees, legal costs, studio and operating costs, travel expenses, and other direct and indirect business costs.
 - c. Transportation of artwork to the site, preparation of the site, and installation of the completed work of art.

Ineligible Costs

The following costs are not eligible expenses for a Percent-for-Art project:

1. Except where such expenses are designed by the artist and/or are an integral part of the original work of art by the artist:
 - a. Directional elements such as supergraphics, signage, or color coding.
 - b. Decorative, ornamental, or functional elements which are designed by the building architect.
 - c. Landscape architecture and landscape gardening.
2. "Art objects" which are mass produced of standard design such as playground equipment, fountains or statuary objects.
3. Reproductions, by mechanical or other means, of original works of art, except in cases of film, video, photography, printmaking or other media arts.
4. Administrative costs incurred by the developer in the process of selection, fabrication and installation of artworks.
5. Services or utilities necessary to operate or maintain the artwork over time after installation or completion of the art project.

PERCENT-FOR-ART PLAN

Eligible Components

The developer shall prepare a Percent-for-Arts Plan to describe the manner in which the developer proposes to satisfy the Percent-for-Arts obligation. The eligible components of the Plan are as follows:

1. On-Site Art Projects

The developer has the option of including an on-site public art project in the development Art Program. An on-site art project is administered by the Arts Advisory Committee with the developer's concurrence.

Eligible components for an on-site art project are:

a. On-Site Artworks

The Art in Public Places Program is receptive to the broadest definitions of art and encourages imaginative interpretations of media.

- 1) Eligible works of art may include the fine arts, fine crafts, media, earthworks, and new genres.
- 2) Standardized fixtures such as gates, streetlights, signage, etc., may be eligible if executed by artists in unique or limited editions.
- 3) Artworks may be used for permanent or temporary installation and for decorative or functional purposes.

b. On-Site Cultural Facilities

The availability of exhibit or performance space is equal in value to support for creative efforts. In certain locations it may be more desirable to develop or make available space for art rather than commission the art itself.

- 1) The developer may petition the Arts Advisory Committee for approval to provide on-site space for the exhibit or performance of the arts, consistent with the adopted Public Arts Plan.

- 2) Eligible spaces may include gallery/exhibition space, performance space, artist studio space, artist live/work space, arts education facilities, etc.
- 3) Fees may be charged for maintenance of the space only, not to recover capital development expenses.

2. Off-Site Signature Art Projects

The developer has the option of providing a "Signature" art project that is located elsewhere in the Project Area to satisfy the Percent-for-Art obligation. A Signature project is administered by the AAC in cooperation with the developer.

- a. The developer may petition the Arts Advisory Committee for approval to include an off-site "Signature" art project in the Art-in Public Places Plan.
- b. A Signature project may consist of artwork or cultural facilities, as defined above for on-site projects.
- c. The developer's name, logo or other identification may be incorporated into the name of the project, subject to approval of the AAC.
- d. The AAC may approve a proposed off-site project providing it is consistent with the adopted Public Arts Plan.

3. Downtown Waterfront Arts Trust Fund Contribution

The developer has the option of contributing funds to the Arts Trust Fund to be "pooled" with funds from other sources. These funds are then used for artworks and cultural facilities and programs in public sites throughout the Project Area. The Arts Fund is administered by the Arts Advisory Committee in accordance with an adopted Public Arts Plan. The developer does not control the use of monies deposited in the Trust Fund.

Criteria For Development and Selection of Percent-for-Art Projects

1. Proposed on-site and off-site Percent-for-Art projects will be evaluated at the preliminary design review stage by the AAC as to:
 - a. Consistency with the purpose and objectives of the Art in Public Places program;
 - b. Consistency with the adopted Public Arts Plan;
 - c. Artistic excellence;
 - d. Appropriateness in terms of scale, material and content relative to the immediate and general environmental, architectural, social and historic context;
 - e. Long term durability against vandalism, weather, theft, and excessive maintenance;
 - f. The likelihood the artist can successfully complete the work within the available funding;
 - g. The existence of an identifiable audience.
2. Over time, art projects should reflect an overall diversity of artforms, scale, aesthetic vocabulary, community values and forms of expression.
3. Selection of art projects should be sensitive to the inherently intrusive nature of public art on the lives of those frequenting public places. The selection process should recognize that public art is controversial by its very nature, and welcome community interest and debate.

Artwork Ownership / Maintenance / Promotion

1. The continued maintenance of on-site artwork and cultural facilities shall be the responsibility of the developer, unless the artwork is deeded to the City and the City chooses to assume some portion, or all, of the maintenance responsibilities. Maintenance stipulations will be recorded in the Project Area Owner-Participation Agreement under covenants affecting real property.
2. For all permanent installations of artwork, the developer shall affix a plaque of durable material adjacent to the artwork listing the title of the artwork, the artist's name and the date completed, subject to approval of the AAC.

PERCENT-FOR-ART-PLAN APPROVAL PROCESS

1. Preliminary Project Development Discussion - Briefing

The staff presentation at the Preliminary Project Development Discussion will include a briefing on the Percent-for-Art obligation. [See Chapter III - Project Review Process.]

2. Preliminary Percent-for-Art Plan

At the time an application is submitted for Project Review, the developer shall submit a preliminary Percent-for-Art Plan which includes the following:

- a. Estimated total construction cost;
- b. Estimated arts budget;
- c. Estimated construction schedule;
- d. For Signature Art Project proposal only: Proposed on-site or off-site art installation or cultural facility.

3. Approval of Percent-for-Art Plan - Non-Project Arts Fund Deposit

If the developer decides to contribute the entire Percent-for-Art obligation to the Arts Trust Fund for pooling with other funds, the obligation shall be satisfied as follows:

a. Preliminary Percent-for-Art Plan

The preliminary Percent-for-Art Plan will be approved as submitted if it contains the required information specified above. The process for approval will be as specified for Project Review in Chapter III. of this Report.

b. Final Percent-for-Art Plan

- 1) The Developer shall submit a final Percent-for-Art Plan for the approval of the Director of Community Development at the time of building permit application.
- 2) The Plan shall consist of a final art budget based on estimated construction costs as filed with the building permit application.

4. Approval of Percent-for-Art Plan - Signature Art Project

a. Preliminary Percent-for-Art Plan

- 1) The preliminary Percent-for-Art Plan for a Signature Art Project shall require approval by the Arts Advisory Committee.
- 2) Written approval of the preliminary Percent-for-Art Plan shall be received from the AAC by the Project Review Board before approving development plans.

b. Final Percent-for-Art Plan

- 1) After PRB approval of development plans, the developer shall submit a final Percent-for-Art Plan to the AAC for approval.
- 2) The final plan shall be based on estimated costs of the project as revised to reflect the approved development plans.

5. Issuance of Building Permits

The issuance of building permits for the approved development is contingent on approval of the final Art-In-Public Places Plan.

6. Certificate of Occupancy - Art Trust Fund Payment

Prior to issuance of a Certificate of Occupancy by the City, the developer shall deposit the total amount of the Arts Trust Fund obligation, as determined by the final Percent-for-Art Plan.

- a. The developer shall provide documentation of the actual construction cost as required by the Director.
- b. If the final project cost is higher than the cost figure used to calculate the final art budget, the amount of the obligation shall be increased as necessary to equal no less than the total Percent-for-Art obligation.

DOWNTOWN WATERFRONT ARTS TRUST FUND

Creation of Arts Fund

1. There is hereby established in the City Treasury a special purpose interest bearing fund designated "Downtown Waterfront Arts Trust Fund" into which shall be deposited monies described in this program.
2. Twenty-five (25) cents per budget year for each City resident shall be allocated to the Arts Fund in the annual City budget for administration of the Art in Public Places Program. This amount shall be based upon the most recent population data certified by the State of Washington Office of Financial Management.
3. Budgeted but unspent funds shall be maintained in the Arts Fund, and carried forward at the end of each budget year.
4. Additional monies for the fund shall be received from public or private gifts, endowments, donations, bequests, grants, interest from the Arts Fund, and such other sources as may be available.

Use of Arts Fund

1. Money collected in the Arts Fund shall be expended by the Arts Advisory Committee for projects as prescribed by the adopted Public Arts Plan. Such expenditures may include all costs authorized by this Program for artworks, facilities and programs, administrative costs, and all costs of installation and maintenance.
2. Separate accounts shall be established within the Arts Fund to segregate receipts by source or, when so directed by the City Council, for specific art projects.
3. Disbursements from such fund shall be made in connection with projects approved by the Arts Advisory Committee on vouchers approved by the Executive Secretary of the Arts Advisory Committee and the Mayor, or such other person as may be directed by ordinance for specific art projects. The City Treasurer shall pay the necessary warrants and make the necessary transfers.
4. Nothing in this Program shall limit the amount of money the City of Bremerton may expend for art.

ARTS ADVISORY COMMITTEE (AAC)

Creation of AAC

There is hereby created an advisory board to be known as the Downtown Waterfront Arts Advisory Committee (AAC).

Purpose

The purpose of the AAC is to oversee the Downtown Waterfront Art in Public Places Program. The AAC and staff may initiate, sponsor or conduct projects calculated to promote the arts in the Project Area.

Membership - Term - Qualifications

The AAC shall consist of five (5) members:

1. Three (3) persons appointed by the Mayor and confirmed by the City Council.
 - a. The Mayor shall solicit recommendations for these positions from the Bremerton Arts Council, Flagship and Bremerton Main Street organizations, but is not limited to persons representing these groups.
 - b. Members must be conversant with art issues and should have an understanding of redevelopment issues as well.
 - c. Of the first three (3) members appointed, two (2) shall be appointed for four (4) years and one (1) shall be appointed for two (2) years.
 - d. Subsequent appointments shall be for a period of four years or for the unexpired balance of the term for which appointed, whichever is the lesser period.
2. In addition to the three appointed members, the following shall serve as ex-officio members:
 - a. One (1) member of the City Council shall be designated by the president of the Council for a term of one (1) year.
 - b. One (1) member of the Downtown Waterfront Project Review Board shall be designated by the president of the PRB for a term of one (1) year.

Officers - Meetings

1. The AAC shall elect its officers, including a chair, vice chair, and such officers as it may deem necessary. Such persons shall occupy their respective offices for a period of one (1) year.
2. The AAC shall hold regular public meetings at least quarterly, but shall meet as often as necessary to conduct its business.

Rules - Public Record

1. The AAC shall adopt rules for transaction of business and shall keep written minutes of its proceedings, which minutes shall be a public record.
2. The Director of the Department of Community Development or the Director's representative shall serve as executive secretary to the AAC.

Authority

To carry out its responsibilities hereunder, the Commission shall:

1. Prepare for City Council adoption and oversee a Downtown Waterfront Public Arts Plan to guide the development and selection of art projects and programs and cultural facilities as provided below.
2. Authorize purchase of works of art or commission the design, execution, placement and/or presentation of works of art as provided in the adopted Public Arts Plan and provide payment therefore from the Arts Trust Fund.
3. Adopt guidelines, rules and regulations to facilitate the implementation of its responsibilities.
4. Advise on such other issues of public art anywhere in the City as requested by the City Council.

Budget

The AAC shall each year submit to the Mayor and City Council for approval a proposed budget to implement the Public Arts Plan for the following year.

DOWNTOWN WATERFRONT PUBLIC ARTS PLAN

1. The AAC shall submit the initial Public Arts Plan to the City Council for approval no later than October 1, 1989, and every year thereafter, or as needed to correspond to the annual budget process.
2. The initial Public Arts Plan shall include, but not be limited to:
 - a. Identification of priority sites and/or generalized locations for public artworks, cultural programming and arts spaces/facilities within the Project Area;
 - b. A method or methods for the selection of artists or works of art and for placement of works of art.
3. In addition, subsequent Public Arts Plans shall include, but not be limited to:
 - a. Presentation of alternative project themes, approaches or forms of expression to be encouraged;
 - b. Identification of cultural facility needs.

APPLICABLE AREA

The City Council may expand the scope of the Art in Public Places Program from the downtown waterfront to include other areas in the city or the city as a whole if it makes the following findings:

1. The Program would be of benefit to the affected area and the community as a whole.
2. There is sufficient evidence of support for the Program from the area and persons who would be affected.
2. The Art Program is capable of such expansion without harm to the effectiveness of the program within the Downtown Waterfront Urban Renewal Project Area.

Attachment 1

Two Percent For Art Obligation

Figure 1. Allocation of 2 % Obligation

	<u>Option 1</u>	<u>Option 2</u>	<u>Option 3</u>
Arts Trust Fund	40 %		75 %
On-Site Art	60 %		
Off-Site Art		100 %	
TOTAL	100 %	100 %	75 %

Figure 2. Example: \$ 500,000 Construction Project

	<u>Option 1</u>	<u>Option 2</u>	<u>Option 3</u>
Arts Trust Fund	\$ 4,000	\$	\$ 7,500
On-Site Art	6,000		
Off-Site Art		10,000	
TOTAL	\$ 10,000	\$ 10,000	\$ 7,500

Attachment 2

ART PROGRAM REVIEW PROCESS

Downtown Waterfront Urban Renewal Project Area

Preliminary Project Development Discussion
Staff describes Percent-for-Art obligation

Art Project
(Project/Trust Fund)

Trust Fund
Contribution (Only)

Preliminary Art Plan
AAC approves proposed art
project

Preliminary Art Budget
DCD approves estimated
art trust fund payment

Final Art Plan
AAC approves art project
and budget

Final Art Budget
DCD approves final art
trust fund payment

Arts Trust Fund Payment
Developer deposits
percent obligation into
Arts Trust Fund

Arts Trust Fund Payment
Developer deposits
percent obligation into
Arts Trust Fund

Art Project Installation
(Optional)
Art project installed by
developer

Attachment 3

ART PROGRAM IMPLEMENTATION TIMELINE

The target dates for implementation of the Art in Public Places Program (APPP) are:

- 9/89 - Planning Commission public hearing(s) on APPP
- 10/89 - City Council public hearing(s) on APPP
- 12/89 - City Council adoption of APPP and program budget
- 1/90 - Appointment of AAC
- 3/90 - AAC submits Public Arts Plan to City
- 4/90 - Planning Commission public hearing(s) on Plan
- 6/90 - City Council adopts Public Arts Plan
- 1990+ - AAC seeks grants, gifts and other funding to implement Plan

V.

REDEVELOPMENT

INCENTIVES

Vision

Security

Commitment

Downtown Waterfront REDEVELOPMENT INCENTIVES

We must create an environment that is attractive to business -- that uses the resources of the city so well that business wants to come.

- James W. Rouse

SUMMARY

A program shall be developed establishing incentives, including economic incentives, to encourage potential private developers and owner-participants to become involved in redevelopment of the Project Area.

- Downtown Waterfront Urban Renewal Plan

The Downtown Waterfront Urban Renewal Plan establishes the City's commitment to redevelopment of the waterfront. At the same time the Plan recognizes the need for incentives to encourage redevelopment. This chapter sets forth a redevelopment incentive program to compensate for the major obstacles to redevelopment.

This incentives program features five key concepts designed to encourage redevelopment of the Bremerton waterfront:

- o Vision

The vision of the waterfront as "what it could be" will be graphically and economically depicted and promoted to fix the image in the mind of the community.

- o Security

A strong thrust will be made to provide a crime-free environment in the downtown area.

- o Public-Private Partnership

A public-private partnership will be forged to combine those actions government does best with those actions the private sector does best.

- o Streamlined Development Review

The authority to approve Shoreline, Zoning, and Design Criteria will all be assigned to the Project Review Board to streamline the permit process.

BACKGROUND

The redevelopment area is located at one of the primary entry points and gateway to Bremerton and Kitsap County. The area is at the vortex of a number of forces and factors that exemplify the potential and problems of Bremerton...

The study area is linked to a sub-regional CBD that is experiencing trends in real estate development that are either not apparent or not positive. It is, because of its past history and location, a somewhat difficult site. Reliance on past and present trends would not signal a rosy future. Current uses are an underutilization from a community point-of-view.

- ERA Market Research Report

Disincentives to Redevelopment

In order to identify incentives that might encourage redevelopment of the waterfront it is necessary to understand the forces causing the waterfront and the rest of the downtown to languish. The 1986 ERA Market Research Report on the downtown waterfront recognized some inherent obstacles to redevelopment. The findings of the Market Research Report are summarized in more detail in Attachment 1.

The overriding development concept is to produce a discontinuity that will reverse the current trends and development climate for projects in the study area. That is not an easy task, but one common to many CBD's that have experienced growth and decline or stagnation.

- ERA Market Research Report

Incentives to Redevelopment

The ERA market study listed development concepts to guide recommendations at the downtown waterfront site. These concepts provide insight into the nature of incentives that will be effective. The development concepts are listed in Attachment 2.

VISION

But we cannot find solutions for the city by working on a building-by-building, project-by-project, block-by-block basis. We need a new way of thinking. We must stop looking at the city as problems to be attacked, situations to be patched up, and leap beyond the problems to new solutions. We have to raise up rational images of what the city could be -- and then work toward them. Cost the program, schedule it. Lay it out over a period not of 100 years, but 10 years, maybe 15. You can almost do anything in the city in 10 years. But we don't yet build those images, and because we do not, we fail to stimulate the kind of support that it takes to make them happen.

By building an image of the possible, we not only leap over a lot of roadblocks that would defeat us, we also generate a whole new constituency of people who want to see that image realized. By creating the image of the rational potential of a city, we generate the power to carry it forward. Without vision, there is no power. Piece-by-piece, project-by project, never harnesses the power that is available to the city.

- James W. Rouse

The Urban Renewal Plan has established a broad vision of a varied, high activity downtown waterfront. It is to be a waterfront with a marina, tour ships, a shoreline pathway-park, a multi-modal ferry terminal, a naval history museum, a small hotel, and mixed office, shops and residential uses.

But doubts remain. Will it ever be built? When will Bremerton's black cloud clear to reveal the glistening city it has every right to be? The waterfront is ripe with promise, and yet the community lacks a clear vision of what the waterfront can be, and how to get there.

This is the greatest obstacle to bringing the promise to life. The overriding issue is how to foster the public and private commitment to make the vision of what could be into reality. To do that, the vision must be clear and it must be shared in common.

The following actions will clarify and communicate the vision of the downtown Bremerton waterfront that could be.

The needed larger vision is a vision of all of the city: not only its houses, workplaces, shops, schools, transportation, parks, and arts, but how they function at their best to enrich the lives of all who live or work within it. . . The problems are well known, the possibilities much less so. A vision will make them known.

- Paul R. Porter and David C. Sweet

Actions - Vision

- o Make a City commitment to carry out the largest, most dramatic, most do-able project imaginable. Expand on the "wish-list" of public amenity and infrastructure improvements contained in the Urban Renewal Plan. Select key projects to generate interest and excitement in the area. Establish costs, financing techniques, and a multi-year schedule to construct:
 - A multi-purpose marine history museum/cultural center to provide a focal point for activity to attract civic, cultural, entertainment and other uses, extend the day of activity, make the site an attraction for intra-regional visitors, and provide the

capacity for meetings, banquets, etc., to support a 50-100 bed hotel, as recommended by the ERA market study.

- A pathway-park fronting the entire waterfront featuring waterfront boardwalks, bluff-top pathways, a pocket beach just north of 2nd Street, a pathway to the natural beach north of Point Turner, viewpoints, and public art.
- Parking for commuters, employees and visitors:
 - A parking management system for existing parking in the downtown;
 - A new parking structure(s) located:
 - in conjunction with the museum/cultural center;
 - in an expanded multi-modal ferry/transit terminal;
 - inside the Penneys building; and/or
 - nestled behind shops fronting on First, Second, Washington and Pacific.

o Sponsor a design competition for a poster depicting the future downtown waterfront.

- The design competition shall be held under the direction of the Arts Advisory Committee and subject to the approval of the Design Review Board.
- The poster shall be of high artistic quality and suitable for framing as well as reproduction on T-shirts, mugs, etc.
- Copies of the poster and other products featuring the poster design shall be available for sale to the public, and all proceeds shall go into a special interest-bearing city fund dedicated to the redevelopment of the downtown waterfront.

- o Commission a scale model of the Downtown Waterfront Design Review Overlay District for display in City Hall and other public places.
 - The scale should be no less than 1:50, and preferably 1:20 to convey realism.
 - The model should be designed to be assembled and disassembled for display in various public places.
 - The model should be designed for expansion to include the rest of the central business district and the waterfront north to the Manette bridge at some future time.
 - A professional quality scale drawing could be an effective substitute if mounted so as to be displayed on a tabletop and viewed from above.
- o Hold a design competition for a downtown waterfront logo.
 - The design competition shall be under the direction of the Arts Advisory Committee and subject to the approval of the Design Review Board.
 - The logo shall be suitable for directional and interpretive signing as well as for publicity brochures and advertisements.
 - Any proceeds from the use of the logo shall go into the special waterfront redevelopment fund.
- o Develop an information packet and brochures to interest prospective redevelopers and sponsors in participating in the redevelopment of the downtown waterfront.
 - The contents and design of the packet shall be subject to the approval of the Design Review Board.

- o Establish a Goals for Bremerton program to enlarge the vision and the constituency for the vision.
 - Involve a true cross-section of the community, with the understanding of the importance of making it possible for any citizen to identify with at least one goal. Realize that a vision can inspire hope and confidence if it is common property because all elements of the community helped create it.
 - The vision should include:
 - An inventory of human and physical resources, with guidance on how they may be fully employed.
 - The support of the city's grownups for children, how they should be prepared for citizenship and self-reliance, and how they may be saved from premature parenthood.
 - The health of the city's neighborhoods and how they both nourish and are nourished by a vigorous downtown.
 - Build on the goals in the Bremerton Comprehensive Plan, Flagship City goals, and other community efforts.

SECURITY

Houses or stores left vacant for long threaten the survival of the neighborhood around them. They become an eyesore, a target for arson, and an incentive for remaining residents to leave when they can afford it.

Neglect by many owners -- occupants and landlords -- is wasting the capital investment of earlier generations.

-- Paul R. Porter and David C. Sweet

A worrisome trend is clear. It seems that for every new business that goes into the downtown, two businesses are leaving. With each new empty storefront, vandalism appears to increase. Persons who once avoided downtown late at night are becoming more fearful during daylight.

Concern is rising as the time draws near for the last remaining department store to move out to the mall. Some small businesses are beginning to hint that they may have no alternative but to follow.

Whether it is true or not that security is an increasing problem in the downtown, it is clearly a perceived problem. Word of a security problem will keep people away, and businesses will suffer.

The solutions must take bold steps to prevent crime and build community pride to reverse deterioration that breeds crime, not only along the waterfront, but also in the downtown and nearby residential neighborhoods.

The following actions will meet these needs head-on.

Actions - Security

- o Support strong crime prevention programs:
 - Step up a police presence in the downtown during late afternoon and evening hours.
 - Work with the private sector to provide security guard service during high risk hours.
 - Install closed system TV monitors at strategic locations to assist police in monitoring activity in the downtown.
 - Establish "block-watch" programs for residents and businesses in the downtown.

- o Remove conditions that foster crime in the downtown.
 - Beef up lighting in the downtown to eliminate dark areas that may attract unsavory activities.
 - Assure that all lighting meets design standards for candle-power.
 - Identify and eliminate shrubbery or structures which may attract unsavory activities.
 - Enact a noise control ordinance in the downtown to discourage rowdy activity and enhance living conditions for downtown residents.
- o Support uses and activities that provide "eyes on the street", particularly during evening hours:
 - Support programs to fill empty storefronts with business, residential, social service, and community group uses.
 - Support special events that draw people downtown - festivals, arts and crafts exhibits, etc.
 - Target the downtown and residential neighborhoods surrounding the downtown for housing assistance programs, particularly programs that encourage families to purchase and rehabilitate housing in these areas.
- o Establish a "clean-up/fix-up" program to involve residents, businesses, property owners and the community in taking ownership of and helping to reverse the downtown security problem.
 - Support adopt-a-tree, -mini-park, -window, -beach, and similar programs that enlist volunteers to care for and enhance areas that affect the appearance of the downtown.

- Recruit volunteers from groups that habitually "hang out" downtown. It may be possible to enlist help from the very groups who detract from the downtown environment. In so doing, these persons may develop pride in their work and become part of the solution rather than part of the problem.
- Establish youth programs in the City Recreation Program that provide young people with opportunities to work together on downtown community service projects through the Parks and Recreation Department.
- Support youth programs that take on community service projects in the downtown.
- o Work with local public service agencies to develop innovative programs that address housing, employment and income needs of persons that frequent the downtown and may contribute to a perceived or real security problem.
- It is important not to solve the downtown security problem by foisting it off on some other part of the community.

PUBLIC-PRIVATE PARTNERSHIP

We lament our schools, we lament the unemployed, we lament drugs and crime, but we fail to say to ourselves, "This is our problem."

- James W. Rouse

The central principle of public-private partnerships is that each party brings to it something of importance that the other party cannot.

- Paul R. Porter and David C. Sweet

This section could recommend a study to determine the likely fate of the downtown if existing forces are allowed to run their course, and many public dollars could be spent on such a study. The results would certainly be of interest. Such a study would likely document the flight of tax dollars from city coffers over the past ten years and predict a similar flight over the next ten years. It might even show that the City will be bankrupt over a certain time period if nothing is done.

But there is a point in time when there is enough information available to make an informed decision. That time is now.

It is time for the City to join forces with the community and get the job done. It is time for action.

Actions - Public-Private Partnership

- o Establish a multi-year program to revitalize the center city, starting with the waterfront, and expanding to include the downtown and surrounding residential neighborhoods. The goal: to make the center city a desirable alternative to the suburbs as a place to live, work and recreate.
 - Formalize the City's long-term commitment to enlist all its resources -- financial, human, and otherwise -- to realize the stated goal.
 - Fund this commitment during the annual City budget process.
 - Acquire provisional commitments from other parties -- residents, business people, institutions, and community groups -- to dedicate appropriate resources at their command toward the goal.
 - Develop a statement of help needed from higher levels of government -- loan guarantees, grants, taxation powers -- to illustrate how the role of each is leveraged to accomplish the goal.
 - Seek ways to break down the artificial barriers that impede success by building understanding that the fate of the downtown -- positive or negative -- affects the entire community.

- o Establish a non-profit Public Development Authority (PDA) to initiate redevelopment of the center city, starting with the waterfront. This organization will operate outside of city government, but alongside it, a servant of city government for the benefit of the community.
 - This public corporation will be consistent with state law authorizing public development corporations. [RCW 35.20.730]
 - The prime purpose of the PDA will be to acquire waterfront properties which are either vacant or under-utilized, rehabilitate the properties, and sell or lease the properties in order to implement development plans.
 - The PDA will also acquire vacant property, or dilapidated structures which would be demolished to provide vacant sites, and make these sites available for private development or parks, or actually build structures thereon for lease or sale for appropriate purposes. The PDA may also loan funds to private parties to accomplish these same ends.
 - A revolving fund will be created to finance the PDA's operations. [The fund may be financed through the sale of revenue bonds, sale of obligation bonds, contributions, and/or proceeds from the sale of services and leases. The fund will be self-sustaining without need of further outside input of funds.
 - The PDA will also provide the organizational structure to oversee, on behalf of the community, implementation of all aspects of the waterfront improvement program, including managing the development of public projects under contract to the City.

ACCESS

Major arterials connect the Bremerton CBD and the subject site to the other parts of Central Kitsap County. These arterials are a collection of city streets that route traffic through commercial and residential areas westward to State Route 3. The time (10 to 15 minutes) and distance of travel to this main north/south highway results in the perception of difficult access from the west and north portions of the rest of Kitsap County.

The time for crossing Puget Sound is sixty minutes, while driving to the Seattle CBD via freeway routes would be one and one-half hours. The Washington Department of Transportation initiated a passenger only ferry from Bremerton to the Seattle CBD in October of 1986 which will reduce the water crossing to 35 minutes for passengers. Success of the foot passenger fast ferry could prove an additional positive feature of the area linking Bremerton to the economic heart of the region.

- ERA Market Research Report

The ERA market study on the downtown waterfront identified the perception of difficult access to the downtown as an obstacle to redevelopment of the waterfront. The study also emphasized that high speed passenger ferry service to Seattle would increase the market potential of the site.

The following actions will improve the accessibility of the downtown waterfront:

- o Decrease the time of travel between the downtown waterfront and outlying parts of the city and county.
- Adopt a long-range comprehensive Circulation Plan which increases the traffic carrying capacity of major streets leading into the downtown. Consider the following:
 - Widen existing streets, creating tree-lined boulevards where possible.

- Convert appropriate streets to a one-way grid.
 - Block off local street access to arterials except at major intersections where possible.
 - Coordinate traffic signals to minimize delays. Give priority to incoming traffic during morning and evening hours and to outgoing traffic during afternoon commute hours. Remove traffic-actuated signals where they allow traffic from minor streets to interrupt traffic flow on major streets.
- o Decrease the time of ferry travel between Seattle and the downtown waterfront.
 - Support frequent, dependable passenger-only ferry service that responds to commuter schedules, supports local attendance at evening and special events in Seattle, and encourages tourism.
 - Support continuance of convenient vehicle-ferry service.

STREAMLINED DEVELOPMENT REVIEW

Time is money.

- Unknown

Under the Urban Renewal Plan, a development proposal in the Design Review Overlay District is required to obtain design review approval from a design review board. If the project also needs Shoreline or Zoning permits, it would now have to go through a public hearing process involving the Planning Commission and possibly the City Council.

It is conceivable that a project could get Zoning and Shoreline approval through the public hearing process, only to be required to significantly revise the proposal to meet requirements of the design review board.

The extra time and frustration involved in this cumbersome approval process is likely to act as a disincentive to redevelopment of the waterfront.

The following actions will streamline the permit process by providing coordinated review procedures, and create a one-stop permit process to fast-track development review of projects in the Design Review District.

- o Amend the Shoreline Master Program, the Zoning Ordinance, and the Urban Renewal Plan to assign review and approval of all required permits to the Downtown Waterfront Project Review Board.
 - Provide for appeal of PRB decisions to the City Council.
- o Create a Fast-Track permit review process to give downtown waterfront projects priority status over development applications for projects elsewhere in the city.
 - Create a one-stop master permit application to allow one staff member to facilitate timely, coordinated city review of all development proposals.

Attachment 1

SUMMARY

Bremerton Waterfront Development Market Research Report

Economics Research Associates (ERA) - November 1986

- Modern market demands for real estate tend to be stronger for suburban retail, office and residential projects than those in CBD's that have suffered extended periods of stagnation or decline.
- Real estate development in the immediate vicinity of the waterfront site has not experienced any degree of new activity in some time.
- The industrial nature of the predominant adjacent use, PSNS, has provided a setting that will require careful thought for design and development.
- The site is separated by time and distance from one of the strongest markets in the Pacific Northwest, the Seattle CBD. The ferry crossing is a considerable barrier to leveraging off the strong growth in the Seattle CBD. The passenger only ferry, if permanent, will ameliorate this barrier to some extent.
- There is strong pressure and competition for office and retail uses within Kitsap County in the Silverdale area.
- The pattern of existing development at the site limits development potential as does the physical characteristics of the site.
- The time and distance of travel to State Route 3 results in a perception of difficult access from the west and north portions of the county.
- The site is small with steep slopes to the water.
- Washington forms a minor barrier between the site and the CBD, particularly when autos exit the ferries.
- The ownership pattern presents challenges because of the diverse objectives and missions of the parties with public ownership and control.
- Parking is a major concern for two reasons: (1) the cost to private developers, and (2) the various competing needs of commuters, PSNS and CBD workers and shoppers or persons visiting businesses in the CBD and waterfront areas.

Attachment 2

DEVELOPMENT CONCEPTS

Bremerton Waterfront Development Market Research Report

Economics Research Associates (ERA)

November 1986

A number of development concepts should guide recommendations at the Bremerton central waterfront site. The concepts include:

- o Create a market niche of a size to provide mutual support.*
- o Recognition of the in-fill nature of the site itself and its gateway role for the CBD.*
- o Potential strength through joint or mixed use.*
- o Importance of creating a sense of place and uniqueness at the site that will enhance its ability to capture activity within the market areas it serves.*
- o Dual roles for public and private involvement in any development.*
- o Quality design and strong marketing programs will be necessary for development at the site.*
- o Potential for long-term horizon of major projects.*
- o Necessity for integrated planning and cooperation among land owners and land use regulators.*

Attachment 3

SUMMARY OF ALTERNATIVE DEVELOPMENT SCENERIOS

Bremerton Waterfront Market Research Report

Economics Research Associates, November 1986

Scenerio

Market Forces

1. Market Driven

Existing market forces will support quality office and residential units comparable to mid-rise areas surrounding Seattle CBD

Requires current level of public-private commitment

Period of absorption: 5 years or less

Existing and Planned Forces:

Market support from existing tenants currently in the market and patterns of new growth will create demand:

- Strong growth pattern in Kitsap and strong link to Seattle CBD growth locates site in middle of strong market factors
- Current uses are less intense than reasonable for the site
- Parking lot use makes it easier to envision new uses

This scenerio is dependent upon:

- Implementation of planned public investment projects to call attention to site and improve physical conditions: parks, water amenities, temporary moorage marina, ferry terminal improvements, passenger-only ferry, and infrastructure improvements
- Meeting parking requirements for ferry commuters, CBD employees, and visitors

2. Gateway Focused

Creation of a high amenity desirable environment able to function as a regional attraction will support

Creation of New Set of Factors:

- Substantial space devoted to open space, parks and plazas
- A residential environment that, while distinctly urban,

quality office and residential units comparable to mid-rise office settings in Seattle, Bellevue or Tacoma CBD

Requires a high level of coordinated public-private commitment to planning and implementation

Long-term horizon

is somewhat self contained: a sense of place with security, activity and a high level of quality and area amenities to attract residents including shopping convenience (passenger-only ferry is crucial)

- Transient marina to attract visitors
- Parking facilities for competing uses
- Strategy for implementation with joint financing of specific actions
- Parking facilities

3. Regional Destination

Creation of a quality place and attraction quite different than anything currently or envisioned in Bremerton and Kitsap County - a new sense of place and high amenity atmosphere - will to attract locals and intra-regional visitors

Requires a heavy public-private commitment for planning and implementation

Long-term horizon

Creation of Dramatic New Place:

- Multi-purpose civic center building to attract civic, cultural, entertainment and other uses, extend the activity day, and attract intra-regional visitors; capacity for meetings, banquets, etc.
- Small modest quality hotel, without restaurant. Food and beverage needs of guests would be served by nearby restaurants. Capacity for meetings, banquets, etc. would be provided by civic center
- Limited purpose permanent moorage marina for use by office or residential tenants and temporary transient moorage for day visitors
- Festival/specialty retail center to attract tourists and repeat visitors
- Attractive, well-planned & operated naval history museum composed of interesting & well-presented exhibits
- Offices with a quality high image/prestige location
- Multi-family residential responsive to design,

amenities & security needs

- *Limited purpose permanent boat moorage facility related to use by office or residential tenants and temporary transient moorage for day visitors*
- *Attractions, entertainment and organized promotions with careful, creative management to bring frequent and repeat visitors*
- *Designed around an underlying and unifying theme that relates to the location, the building itself, or a design concept*
- *Permanent, convenient fast foot ferry service*
- *Parking facilities for existing and new ferry commuter, employee, and visitor uses*

[illegible]

GAYLORD	No. 2333
---------	----------

2. При $\alpha = 0$ и $\beta = 0$ $\Delta = 0$.

